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American Railroad Journal.

New York, Saturday, November 9, 1867.

Steamers from Valparaizo to Liverpool.

A letter to the N. Y. *Herald*, dated Valparaizo, October 3, says that the preliminaries for the early establishment of a line of steamers between Valparaizo and Liverpool have been arranged, and a subsidy of $100,000 granted by the Chile government to the Pacific Steam Navigation Company, already running a large number of steamers on the coast. The conditions of the contract with the government of Chile are as follows:

1. The navigation by way of the Straits is to be commence within a year, counting from the date of the contract, and the company engages to pay a fine of $5,000 for every month's delay.

2. Inasmuch as the English company is without the necessary means for the immediate establishments of a regular traffic by a monthly steamer, it will during the first year be required to make only one trip every two months.

3. The company likewise engage to maintain the Southern line of steamers in operation as far as Port Mouta, and to keep it in at least as good condition as it is at present.

4. The subsidy agreed upon by the government and the Pacific Steam Navigation Company is $100,000 annually, and it is understood that this amount is to be paid for twelve trips a year. So long as the line makes only one trip every two months the subsidy is to be $50,000.

Under these, which seem to be the main conditions of the contract, the new steam line will go into active operation in September, 1868, making one trip every two months until September, 1869, and a monthly trip thence forward.

New England Express Co.

We learn from the Boston *Transcript* that considerable attention has been directed toward a new enterprise now being established to operate on the New England Railroads. The new organization is entitled the "New England Express Company," the stock for which is being promptly and liberally subscribed for by the merchants in the cities and manufacturing towns on the line of the railroads which terminate in Boston. The new organization is intended to operate in connection with the "Merchants' Union Express Company." Up to this time the existing Express Companies in New England have worked in the interest of the old monopolies—turning over to them their entire business to points beyond the city. To the Merchants' Union Express Company, therefore, this change is most important, and cannot fail to largely increase their receipts, as it brings the immense business of the New England towns and cities directly into their interests. The whole subject in all its bearings has created quite a flutter in express circles, and is conceded to be the severest blow which the old Express Companies have yet received.

In addition to this new enterprise for the New England States, some large capitalists are organizing for a company in the Southern States, and will be assisted therein by many prominent merchants, who find themselves large gainers in their freight expenses by the opposition in the express business.

☞ The first section of the Leavenworth, Lawrence and Galveston Railroad, 80 miles, will be completed to Ottawa by the 1st of January next. The route of the road passes through the great pine region of the Illinois, Arkansas and Red Rivers.

☞ An engine and train of cars crossed the Kansas river at Lawrence on the 1st inst.

Memphis and Charleston Railroad.

The earnings of this road for the fiscal years ending June 30, 1866 and 1867, have been as follows:

	1866.	1867.
From passengers.....	$852,157 64	$910,799 03
" freight.....	589,916 62	636,886 85
" mail.....	20,506 43	27,799 62
" express.....	51,092 50	76,720 00
" rents, etc.....	30,633 91	9,406 93
	$1,274,307 10	$1,661,612 43
Expenses, viz:		
Conducting transportation.....	$303,488 08	$334,095 09
Motive power.....	379,866 61	338,848 52
Maintenance of way...	577,631 37	329,427 00
Maintenance of cars...	92,078 30	111,984 36
	$1,353,064 26	$1,114,354 97
Excess of receipts....	.....	$547,257 46
Excess of expenses...	$78,757 16	.....

Of the expenses of 1866, $650,164 93 were ordinary, and $702,899 33 extraordinary. Of the extraordinary expenses, $87,229 74 were incurred in operating the road; $233,343 05 for materials on hand at the close of the year; and $382,326 54 for extraordinary expenses of the engineer department. Deducting these from the gross expenses of that year, and the net earnings will be $624,142 17.

In addition to the above expenses for operating the road in 1867, the sum of $475,697 77 has been expended for extraordinary purposes, such as bridges, trestles, iron rails, chairs, locomotives, etc., which being deducted from the net earnings, leaves a balance of only $71,489 69. The President, in his report, says:

While the above report is not such as your Board had hoped at the beginning of the year to be able to make at its close, yet, when we consider the extraordinary difficulties and casualties with which the road has had to contend, it is a source of great satisfaction to know that under such adverse fortunes it should be able to sustain its credit and pay its liabilities—meeting every expense, both ordinary and extraordinary, as they matured—continually adding largely to the value of your property in permanent works and equipment—paying promptly the interest due to the State of Tennessee—and also providing for the payment of the past due coupons on your first mortgage bonds, which are now being paid in New York.

Here follows a statement of the extraordinary circumstances attending the business of the last year, viz: the prevalence of the cholera in the cities of Memphis and Nashville during the first three months of the fiscal year; a general failure of crops on the line of the road; serious floods causing derangement in the trains on the western division in the month of November; the falling, about the same time, of the west span of the bridge over Big Bear Creek; the long continued rains and extraordinary floods in the Tennessee River in the spring of this year, causing disastrous results; and lastly, "the unprecedented legislation of the county, placing under military government ten of the Southern States, had a tendency to destroy all confidence, and give alarm to business men and capitalists to such an extent that the business of the county had become prostrated, paralyzed, and reduced to the actual wants of life." The report continues:

Notwithstanding all these interruptions and difficulties thrown in the way of the business of your road for the past year, (which combination can hardly ever occur again,) the net receipts of your road have been sufficient to pay interest on all of your bonded debt, and the debt due to the State of Tennessee—say

7 per cent. on $1,294,000 1st mortgage company bonds	$90,580 00
6 per cent. on $1,595,530 Tennessee bonds	101,838 00
	$192,418 00
Less balance of interest received from other sources	23,865 38
Leaving	$168,552 62

Deduct this amount from the net earnings of the road, to wit, $547,187 46, will leave a net profit of $378,634 84, which is over seven per cent. on the entire capital stock of your company, after paying interest on your funded and floating debt, and under ordinary circumstances should have been declared as dividends to the stockholders; but your large floating debt, and heavy expenditures in construction and equipment, rendered it necessary to use these means for the accomplishment of these objects without increasing your floating debt.

By reference to the General Balance Sheet you will find that your floating debt has been reduced since your last annual report $540,527 05, and your funded debt increased as follows:

Sales of 7 per cent. 2d mortgage bonds, at 18 years	$237,000
Settlement of interest and sinking fund account with the State of Tennessee	3,540
Total	$240,540

Your present funded debt consists as follows:

First mortgage 7 per cent. bonds, due in 1880	$1,294,000
Second mortgage 7 per cent. bonds, due in 1885	237,000
Debt to the State of Tennessee, due in 1890	1,595,530
Making a total of	$3,126,530

Your floating debt is nominally $921,787 32; in this is included the following items, for which payment has already been provided:

Past due company coupons	$156,957 00
Due the United States Government	272,403 02
	$429,378 02

Deducting this amount from the gross floating debt will leave balance of $492,409 30.

Provision has been made for the payment of the past due coupons in New York, to be refunded from sales of second mortgage bonds. An agreement has been made with Government for the liquidation of their debt, by the application as credits on same monthly, of all services performed by your company, and a cash payment of $10,000, to be paid monthly. This will give you about twenty months in which to pay this debt, allowing about one-third of it to be paid in transportation.

Of the remainder of this floating debt, there is:

On old unpaid dividends	$34,218 98
Due on unpaid pay-rolls	58,837 55
Due to individuals	138,012 42
Due to railroads	7,953 38
	$239,022 38

Most of this amount is the result of the monthly expenses being passed to the credit of individuals and pay-rolls each month, and is fully provided for and paid monthly from cash on hand, and amounts due from railroads, agents and individuals, which are usually collected in time to meet these liabilities; and the amounts standing to the credit of these accounts being repeated every month, there will rarely ever be a less amount at any given time, and it cannot properly be considered as a part of the floating debt. A very considerable amount to the credit of dividends and pay-rolls are accumulations from the beginning of the operations of the road, a large proportion of which will probably never be called for. Deduct this amount of $239,022 38 from $492,490 30, will leave a balance of floating debt actually to be provided for of $253,386 92; of this sum, $100,000 included in bills payable, is on a permanent loan, with collaterals which would more than pay the debt at any time—the payment of which, however, it is not expected will be required for several years.

Since your last annual meeting, in accordance with a resolution then passed, the Board of Directors have caused to be issued $1,000,000 in second mortgage bonds, bearing seven per cent. interest, payable January 1, 1885, in the city of New York. $237,000 of these bonds have been disposed of to our own stockholders and capitalists along the line of your road. It is the intention of the board to dispose of the remainder of these bonds at the earliest practicable moment, so as to liquidate the entire floating debt of the company; so that hereafter the net receipts of the road will be applied to paying dividends to the stockholders.

From the General Balance Sheet it will be seen that you have on hand coupon bonds bearing interest, as a part of the assets of your company, $1,178,500, as follows:

State of Tennessee six per cent. bonds	$610,000
First mortgage bonds of other railroad companies	367,000
Second mortgage bonds of other railroad companies	199,000
Bonds of the State of Alabama	2,500
	$1,178,500
To which add your 2d mortgage bonds still on hand	763,000
This will give you	$1,941,500

in coupon bonds on hand for negotiation to meet your liabilities, and to meet your engagements for permanent improvements in roadway and rolling stock, which have already been contracted for.

It will not be necessary to negotiate your Tennessee bonds, as your other means will be ample to meet your engagements, as heretofore shown, thereby reserving these bonds for the purpose of handing over to the State, reducing your funded debt to that extent when it is no longer necessary to hold them to use as collaterals in raising money.

In accordance with a resolution of the stockholders at their last meeting, the Board of Directors have made arrangements to relay your entire road with the improved double-lipped wrought iron rolled chair, twenty-four inches long, one hundred miles of which will be laid during the present year, and the remainder will be put down next year. They have made arrangements to pay for these chairs in the securities of the company, thereby relieving them of the necessity of paying cash for these purchases. From a more thorough investigation of this improvement, the Board are the better convinced of the wisdom of its adoption, believing that it will prove a great saving to the company in the expense of keeping up its roadway and the reduction of wear and tear of machinery, as well as the securing of much greater safety to trains, by lessening the liability to run off at joints, enabling the road to run at much higher speed in safety, to meet all competition.

A statement is here given showing in detail the actual cash cost of the roadway and equipment under their proper headings, the aggregate amount of which is stated at $7,286,186 60, after deducting and charging off all loss and damage for destruction of property by the war amounting to near $1,250,000, excepting the losses incident to the non-use and neglect of the road, structures, etc., for nearly four years. The repairs of these damages have been made and charged to road expenses. The road is now in good order, the buildings restored, and cuts ditched out, enabling the trains to make about as fast time as they ever did. This shows that the road has been built, and almost rebuilt, and fully equipped for business at a cost of $25,000 per mile. It is believed that the road could not now be constructed and equipped for less than 12 or 13 millions of dollars. The property of the company consists of: 290 miles of road; 20 miles side track; 2 machine shops at Memphis and Huntsville; 38 depot buildings; 4 engine houses; 37 division houses; 55 locomotives; 23 first-class passenger, 17 second class and mail, 6 baggage, 269 box freight, 117 platform freight, 1 wrecking and 85 road and hand cars; 2,240 acres woodland; 1 hotel building at Huntsville; 20 water stations; 1 steam saw mill; 200 town lots in Huntsville; 30 lots and 17 acres of depot grounds in Memphis, with ample depot grounds at all other stations, and right of way throughout the entire length of the road. The real estate of the company, which originally cost $64,419 32, is now worth at least $1,000,000.

The gross receipts of the past year are larger than any annual receipts the company ever had previous to the war, and show most clearly that with a fair average crop and an ordinary business season, the receipts must be largely increased. Hence the board look confidently look forward to a very satisfactory increase in the net receipts for the future.

It cannot reasonably be doubted that the company's present means, by negotiating its securities on hand, will enable it to meet all its liabilities, and the stockholders may rely with confidence on the net earnings of the road hereafter going to pay dividends.

The now excellent prospect for a crop on the line of the road gives a very satisfactory assurance of a heavy and profitable business this fall, and the Board see no reason to doubt that a cash dividend will be paid to the stockholders by the first of January next, with every assurance that it will continue to be paid every six months thereafter, and your stock become an available source to which you may look for a steady income in the future.

The high prices of mechanical labor, as well as most of the material, comprising a large part of the expense of operating railroads, and the low price of freights and passage compared with those prevailing before the war, together with the decreased aggregate business, renders it impossible that the net receipts of Southern railroads can be as large as formerly. The cost of keeping up

and operating your road is now very nearly as much, and the number of trains and mileage of engines, as great, as if your business was double what it now is. The remedy for this is to increase your business. The question of profits on railroads depends more upon the extent of business than the price you get for it. When you are so situated that you can run full loaded trains both ways, it can be done at much less cost and with greater profit to the company.

The building of the lines of road to Louisville, and the more direct line to Nashville by way of the Memphis and Ohio and the Nashville and Northwestern Railroads, *via* the junction of their roads at McKenzie, as well as the completion of the latter road to Hickman, Kentucky, thereby giving the Nashville and Chattanooga road a direct all rail line to the Mississippi River will reduce your business to Nashville, as well as your through business to Georgia from St. Louis.

It would be folly to try to disguise these facts, so patent to all who will examine them. Is there a practical remedy for them? Your Board think there is, and one by which you will not only reclaim all the business you have lost, but increase it four-fold; and it is one of the necessities that will not only force itself upon you, but the roads in Georgia and South Carolina in connection with you—that is, the building of a road from some point on the line of your road in North Alabama to Atlanta, Georgia.

From Decatur, Ala., to Atlanta, a practicable line of road can be built within 150 miles, at not above the average cost of your road. This would give you practically an air line road from Memphis to Charleston and Savannah, on the shortest line that a railroad can be built between the city of Charleston and the Mississippi River, not exceeding 650 miles, and to Savannah not exceeding 635 miles. The completion of this link of road would secure to you a line which could forever successfully compete with all competitors, built or to be built, for the great through business from New York and all the manufacturing districts in New England, and for all imported or manufactured goods to be consumed in the Mississippi Valley at or south of Memphis, as it is the shortest rail with the cheapest water connection that can ever be made between the points named.

It would also secure to you almost the entire trade from St. Louis, the great granary of the West, to supply with Western produce the whole of the States of Georgia and South Carolina. You would have the cheapest water transportation known from St. Louis to Memphis, time only two days, and at a cost of not over 20 cents for 100 pounds. The distance from Memphis to Atlanta would be only 340 miles, or at least 120 miles nearer than any other all rail route from Atlanta to the Mississippi River—Atlanta being the distributing point for Georgia and South Carolina. These advantages must secure you this vast trade, almost without a competitor. By running a day and night through freight train, the time from St. Louis to Atlanta would be reduced to not over four days, and the cost of freight to about one-half or two-thirds of its present cost. If this road was finished, it would reduce the time on freight between New York and Memphis to from five to five and a half days. These results, in both time and cost, would certainly secure a very heavy business to the line, and your cars would go and come fully loaded, both east and west, at remunerating rates, and you would be secure against all competition.

Since your last annual meeting, and in conformity to a resolution of your body, I have corresponded, and had personal interviews, with all the roads in Georgia and South Carolina, that are equally interested in the completion of this road, and I found them not only willing but anxious to co-operate with you in its building, and your Board cannot recommend too strongly, as soon as the political status of the Southern States is sufficiently settled to justify it, that you go vigorously to work, in connection with the roads above named, and complete this road as rapidly as possible. When this is done, no road in the United States will be more secure from competition, or have a better prospect of a large and profitable business than yours.

The next most important connection for your road to look to for a large and permanent increase of business, is that of the completion of the line from Decatur to Montgomery. This line would bring you in direct contact with the extensive coal and iron fields of Central Alabama, within 75 miles of the central portion of your road, which would certainly give you a very large tonnage, both for coal and iron, for local consumption along the line of your road. It would also enable you to secure an immense lumber trade from the pine forests on Sand Mountain, within 25 to 30 miles of your road, the lumber from which is so much needed, and is in so much demand, in the Tennessee Valley.

The opening up of a direct line of railway to this vast field of mineral wealth, at no distant day destined to be the Birmingham of America, will open up new sources of wealth and employment that will draw to it millions of capital, and an immense population of industrious and enterprising citizens, for its development, that must create a large demand for Western produce to support them, from which source you will derive a large and profitable business by way of Memphis, as well as by the Tennessee River. You should not hesitate, at the proper time, to aid and assist in a material way the building of this road, as it will be one of your most productive connections for the increase of your business on a permanent basis.

The opening up of new competing lines, the heavy losses sustained by you last winter, and the great additional charges on your traffic for want of a direct connection with the river at Memphis, should admonish you that no time ought to be lost in remedying this crying evil. If it cannot be obviated in any other way, the Board would recommend that a short and cheap branch be built from Iuka to the Tennessee River at Eastport, eight miles, connecting there with deep water, where goods can be transferred directly from the boats to the cars, thereby saving the heavy cost and uncertainty of transferring, as it has been done heretofore. This done, inducements could be offered to lines of steamers that would secure certain and cheap transportation from Cincinnati, Louisville, and St. Louis, and would give you a large business to East Tennessee and Georgia, that is now lost to you by the heavy expense and delays of transferring one-half a mile over streets almost impassable in the winter season. It is hardly believed, however, that in this enlightened age the people of Memphis will longer stand out against this measure, as it is one calculated to greatly benefit the road, without damaging the city one dollar, by securing a heavy traffic to the road that is now lost to it, as well as to the city, by the building up of competing lines.

The balance to debit of Profit and Loss June 30, 1866, was	$111,914 23
Sundry charges during the year	23,633 74
Total	$135,547 97
Dividend No. 8, declared payable in Confederate Treasury notes, charged off	57,083 33
Balance to debit June 30, 1867	$78,464 64

When the entries are made to close the business of the past fiscal year, Profit and Loss account will stand as follows:

Balance, as above	$78,464 64
Road expenses for the year	1,114,424 97
Interest on State bonds	101,838 00
Interest on company bonds	90,580 00
Discount on State bonds sold	138,445 00
Discount on 2d mort. bonds sold	41,400 00
Balance to credit July 1, 1867	120,325 20
Total	$1,685,477 81
Road receipts	$1,661,512 43
Interest and exchange	23,865 38
Total, as above	$1,685,477 81

The number of miles run by engines with passenger trains during the year was 359,192; with freight trains, 272,318; with other trains, 154,821—total, 786,331, an increase over the previous year of 381,280. Average cost per mile run: for repairs, 7.8 cents; for wood, 9.9; for oil, tallow and waste, 1.1; for enginemen and firemen, 9.7—total, 28.5, against 41.6 for the previous year. Total cost for repairs, wood and stores, enginemen and firemen, $269,428 60.

Number of passengers carried east, 103,685; do., west, 111,298; commuters, 8,835—total, 223,818.

The number of bales of cotton transported over the road, was 88,731; of which there were received at Memphis, 65,451; at Corinth and Tuscumbia, 81; at Decatur, 2,962; at Huntsville, 610; at Stevenson, 331; and at Chattanooga, 19,296.

CONDENSED BALANCE SHEET.

Construction proper	$5,959,003 62
Incidental to construction	324,581 76
Equipment	1,002,601 22
Road expenses	1,114,424 97
Interest and discount	372,268 00
Profit and loss	78,464 64
Stock and property	209,866 16
Road materials	229,470 42
Bills receivable	105,104 42
Coupon bonds	1,178,500 00
Due from other roads, banks, etc.	390,856 73
Cash on hand	82,082 99
	$11,046,669 93
Capital stock	$5,812,725 00
First mortgage bonds	1,294,000 00
Second "	237,000 00
State of Tennessee	1,595,530 00
Bills payable	246,119 41
Unpaid coupons	156,975 00
Due United States	272,403 02
Due on dividends	34,218 98
Due other roads, individuals, etc.	212,220 71
Road receipts	1,685,477 81
	$11,046,669 93

President.—SAM TATE.

Directors.—By the stockholders, Sam Tate, George P. Beirne, James I. Donegan, Joseph C. Bradley, Samuel D. Weakley, R. C. Brinkley, Pitser Miller, M. J. Wicks, William Dickson. By the City of Charleston, William S. Hastie, Edw. Willis. By the State of Tennessee, John C. Humphreys, F. S. Richards.

Gen'l Superintendent.—W. J. ROSS.

Master of Machinery.—M. BURKE.

Wilmington and Weldon Railroad.

The Raleigh *Sentinel* says that Hon. R. R. Bridgers, the energetic president of this road, has succeeded in funding the debt of his road to the amount of $500,000 in seven per cent. bonds, running thirty years, at eighty-five and interest added. This is considered very favorable. The loan was effected in Baltimore.

☞ The annual meeting of the stockholders of the Mississippi Central Railroad was held at Water Valley, Miss., last week. All the Board was re-elected, with the exception of Col. Latimer, of Canton, who resigned. The Hon. L. Q. C. Lamar was elected his successor. A resolution suspending payment of interest on the mortgage bonds of this road until 1871 was passed.

Flour and Grain Trade of Buffalo.

The eastward movement of flour and grain through Buffalo from the West from Jan. 1 to Nov. 1 this year, as compared with last year, shows an increase of 82,005 barrels of flour and a decrease of 8,686,188 bushels of grain.

The following will show the imports of flour and grain into Buffalo from the West by lake and Grand Trunk Railway for the month of October, and from Jan. 1 to Nov. 1, 1867, as compared with previous years:

FOR THE MONTH OF OCTOBER.

	Flour, bbls.	Grain bush.	Grain, including Flour, bush.
1867.....	400,521	10,487,015	12,489,620
1866.....	270,414	7,879,424	9,231,494
1865.....	291,963	7,885,690	9,345,505
1864.....	229,048	4,731,044	5,876,284
1863.....	454,041	7,121,913	9,392,118
1862.....	390,710	9,777,654	11,731,204
1861.....	434,446	10,311,567	12,483,797
1860.....	224,398	5,378,874	6,500,864
1859.....	295,604	4,045,428	5,523,448

FROM JAN. 1 TO NOV. 1.

	Flour, bbls.	Grain, bush.	Grain, including Flour, bush.
1867.....	1,118,027	35,975,905	41,566,040
1866.....	1,036,022	44,662,093	49,842,203
1865.....	1,478,175	36,656,680	44,047,655
1864.....	1,691,164	34,898,325	43,354,445
1863.....	2,348,707	43,547,787	55,291,322
1862.....	2,300,036	51,423,814	62,923,994
1861.....	1,772,860	43,104,842	51,969,142
1860.....	953,720	26,069,032	30,837,632
1859.....	1,172,538	10,854,701	16,717,391

CANAL EXPORTS.

The following will show the canal exports of Flour and Grain, from the opening of the canal May 1, to Nov. 1, from 1865 to 1866, inclusive, and from May 6, 1867, to Nov. 1:

	1865.	1866.	1867.
Flour, bbls.....	128,325	30,450	11,974
Wheat, bushels.	7,739,159	5,311,551	7,258,930
Corn, bushels...	15,991,418	23,061,603	13,736,733
Oats, bushels...	7,051,483	7,515,375	7,570,666
Barley, bushels.	367,276	713,232	992,557
Rye, bushels....	374,678	685,916	697,050
Total grain bush.	31,524,014	37,287,677	30,255,936

It will be seen from the foregoing exhibit that the receipt of flour and grain in bushels for the month of October, 1867, have been larger than in any previous year, being 5,823 bushels more than for October, 1862. The number of boats cleared this year to Nov. 1, is 3,144 less than in 1862. The tolls this year to Nov. 1, which amount to $1,845,-344 96, are $57,426 26 less than in 1866, and $719,827 80 less than in 1862.

Northern Pacific Railroad.

An Olympia letter of October 11th states that the Northern Pacific Railroad survey of Cedar river pass, in the Cascade mountain, is completed. The pass is reported to be 4,100 feet high, one thousand higher than Snowqualamire pass, and is impracticable for railroad purposes. Three passes are now reported open, Cowlitz, Snowqualamire and Carr river. Two engineers are still n the mountains, one at Cadiz pass and the other at Squankill pass. They are expected to return daily. Major Felton left Olympia about the first of November for Washington, that he may report the explorations before the directors of the company.

Savannah and Charleston Railroad.

It affords us sincere pleasure to chronicle a further extension of this railroad and the prospect of its early completion. The cars are now run to Coosawhatchie, carrying passengers and freight, at which point there has been constructed a permanent, substantial bridge over the river, enabling transportation to be safely and expeditiously effected to Gillisonville, Grahamville and Purysburg, and the adjacent country. This has been accomplished by the indomitable energy and liberality of the present influential direction, who have spared neither pains nor expense to hasten the day when Charleston shall again be connected with bonds of iron with Savannah. To them our business community owes a debt of gratitude, and we hope that the patronage of the road will amply justify the continuance of the enterprise.—*Savannah Republican.*

Lynchburg and Danville Railroad.

Friday, November 1, was the day appointed for the opening of the bids for contracts on this road, but as some parties who propose putting in propositions were not quite ready to do so, the matter was postponed until Wednesday, when the board of directors will be in session. We understand that some five or six bids, by responsible parties, have been submitted. One gentleman of large means, from Canada, is here with reference to undertaking a contract.—*Lynchburg Virginian.*

Virginia State Bonds.

The Treasurer and Auditor of Virginia having been informed by letter that "the impression prevails in the Northern market, and to a very limited extent it appears to exist in Richmond, that the State will be unable to pay its January interest," and requesting such assurances as they can consistantly give "that this impression is without foundation;" state in reply that they "know of nothing financially to warrant any such impression. A sufficient tax was levied by the last General Assembly to meet all the obligations of the State on the 1st of January next. The greater part of this tax is payable at the Treasury on the 15th day of December, which, of itself, will be sufficient to meet those obligations on the first of January aforesaid, interest included."

☞ We learn from the St. John *News* that the contract tor the construction of the branch line of the "Western Extension" has been concluded with Messrs. Burpee and Pickard & Co. The work is to be proceeded with immediately, and a party of engineers under Mr. Chas. Gregory, have commenced the location of the line. The ceremony of turning the first sod was to have taken place on the 6th inst., in the vicinity of Elmcraft.

☞ The line of the Utica, Chenango and Susquehanna Valley Railroad has been re-located so as to run through Bridgewater, Winfield, Columbia, to within about one mile of Richfield Springs, and then diverges off and follows down what is called Mink Creek and Oak Creek Valley, west of Schuyler's Lake, to or near Clintonville. This route shuns Cooperstown.

☞ The Government claim on the State of Georgia for rolling stock, and other railroad machinery purchased by the State at the close of the war, to restock and organize the Western and Atlantic Railroad, amounting to $370,000, was paid in full on the 26th ult.

☞ The Memphis and Charleston Railroad Company has paid up all indebtedness to the government, amounting to about half a million of dollars.

Grand Trunk Railway of Canada.

REPORT OF THE DIRECTORS FOR THE HALF YEAR ENDING JUNE 30, 1867.

The gross receipts upon the whole undertaking, including the Buffalo and Champlain lines have been		£609,121
Deduct ordinary working expenses (being at the rate of 70.53 per cent.....		429,792
Leaving a balance of.....		£179,329
Deduct the renewals of the permanent way and works in the half-year (all debited to revenue).....		54,973
		£124,356
Dednct amounts paid for loss by fires at Sarnia and Toronto.....		10,274
Leaving an available net balance of.		£114,082
From this amount, to which has to be added the balance from last half-year, viz., £325, in all.....		£114,407
Has to be deducted for loss on American currency		21,554
Leaving a cash balance of.....		£92,853
From this again has to be deducted for amount of postal and military revenue for half-year due to the holders of the postal and military bonds.....		18,150
Leaving the balance of.....		£74,702
As against this sum there has been paid out, or is payable—		
For interest, &c., on lands.....	£1,763	
Interest on mortgage to Bank of Upper Canada.....	4,424	
Interest on loans, bankers' balances, promissory notes, European exchange, &c.....	3,658	
Interest on British American Land Company's debentures.....	616	
Interest on Montreal Seminary debentures.....	616	
Inter'st on Island Pond debentures	2,700	
Half-yearly instalment on Portland sinking fund.....	2,312	
	£16,089	
For proportion due to Champlain Company.....	6,051	
For proportion due to Buffalo Co.	15,424	
	£37,564	
For Atlantic and St. Lawrence lease (in full).....	32,787	
For Detroit line lease (in full)...	11,250	
For equipment bond interest....	10,779	
		92,379
Leaving a debit balance against the half-year's net revenue of.....		£17,677

As under the "Arrangement Act, 1862," the accounts are annual, and have to be made up to the 31st of December, and as the gross revenue of the second half-year has averaged 14½ per cent. more than the first half, this balance will be carried forward, and the rents and interest on the leased lines and equipment bonds will be paid when due. The following figures give the details of gross revenue in the first and second halves of the years 1862-'6:

1862—June.	£382,992	Excess of	per cent.
" Dec...	439,361	2d half-yr.	£56,369 or 14.71
1863—June.	456,222		
" Dec..	510,580	"	54,358 or 11.91
1864—June.	528,301		
" Dec..	618,238	"	89,937 or 17.02
1865—June.	614,786		
" Dec..	714,780	"	99,904 or 16.24
1866—June.	637,425		
" Dec..	719,370	"	81,945 or 12,85

It will also be observed that but for the increased charge for renewals of £28,667 as compared with the corresponding period of 1866, there would be a balance to the credit of the net revenue account of £10,990; and, but for the wholly exceptional debit for losses by fire mentioned below, this credit balance would be increased to £21,769. It is gratifying to find that during the last few weeks the traffic has again exhibited the rates of increase usual in the autumn months. Considering the prolific harvest just secured, both in Canada and the Western States, there is every reason to believe that these favorable returns will be maintained. The exceedingly defective harvest of 1866 throughout the United States, and also in Canada, has, beyond question, been the chief reason of the smaller gross earnings of the present year. By the aid of the financial arrangements reported at the last meeting, the directors have been enabled to contract for the delivery in Canada, during the next few months, of 25 new locomotives engines, to meet increase of traffic.

In comparing the results of the half-year's working with the corresponding period of 1866, the following facts are arrived at:

1st. The gross traffic is less by about £28,000. From this sum must, however, be deducted a lesser share of receipts due to the postal and military bondholders of £12,000, leaving about £16,000 as the falling off in the "through freight" traffic.

2d. The working expenses are more by about £26,000. This increase is due in part to enhanced price of fuel, and an augmented rate of wages, and in part to the disordered state of the country, and the cost and loss of time involved in arming and drilling the company's employes in support of the Queen's authority.

3d. The whole of the renewals are charged to revenue in accordance with the views of the last half-yearly meeting. A total length of 55½ miles has been relaid in addition to the ordinary maintenance of way. This causes a special and extra deduction from available revenue of £28,000. And,

4th. It will be seen that the losses already paid in connection with the serious fires at Toronto and Sarnia have absorbed no less a sum than £10,000. The claims arising out of these fires were resisted by the company, and up to a certain point with success.

It should be mentioned, in connection with the falling off in this company's gross receipts, that nearly the whole of the American lines show heavy decreases for the half-year ended June last as compared with the same period for 1866; 10 of Trunk lines, including the Erie, the Michigan Central and Southern, and Ohio and Mississippi, the Illinois Central, and the Chicago and Fort Wayne, showing in the aggregate a decrease in their gross revenue of £214,369. As regards fuel, an increased quantity of coal is being sent out, and experiments are being made with peat and petroleum. Reports have been made which would indicate that peat will be found to be available at a considerable reduction on the present price of wood, but a lengthened experience only can solve the question. In regard to charging the whole cost of the renewals, the directors have assumed, in making up the accounts, that the bond and stockholders consider that the time has come when revenue must bear all expenditure of every kind, in strict accordance with the Arrangements Act. It may be mentioned in connection with the losses by the fires at Toronto and Sarnia that arrangements have been completed for a floating policy of insurance so as to cover goods *in transitu*, and in warehouses, &c.

The average receipt from passengers in the half-year was 6s. 8d. per head against 7s. in 1866 —and the average receipt per ton of freight was 15s. 8d. as compared with 15s. 10d. in June, 1866.

The amount of loss for discount on the American currency is again very heavy, being £21,554 against £14,264 in the corresponding half of last year. The total loss sustained by the company from 1862 to 30th June last in American currency amounts to no less a sum than £311,938, and the directors cannot refrain from again referring to this most serious but inevitable and unforeseen loss as the real origin of most of the recent difficulties of the company. The price of gold during the half-year fluctuated between 132 and 140½. It will have been observed that the price has lately been rising, but there is ground for believing that with the movement of the crops, which must shortly be taking place, there may be an equally steady decline.

By the Arrangements Act, 1862, the interest on the preference bonds and stocks, not paid in cash for the June half-year, remains undealt with until the close of the December half-year.

In accordance with the resolution passed at the special meeting of the company on the 30th May last, a draft bill has been prepared for submission to the Canadian Parliament during the coming session. This bill embodies the several matters contained in the resolution then almost unanimously adopted, but provision is made in it for the existing equipment mortgage bonds to remain in all respects undisturbed, and not to form part of any new issue of similar bonds as was at first proposed. Power is also taken, subject to the necessary sanction and previous approval of the bond and stockholders of proposals to be submitted to them, to consolidate the preference bonds and stocks by conversion into an uniform preference debenture stock, as well as to vary the terms of the agreement with the Champlain and Buffalo and Lake Huron Companies. But the board propose that the act, if passed, shall be subject to thorough sanction on the part of the bond and stockholders before it can come into operation. Practically, it will be simply a permissive act. The Canadian Parliament, it is expected, will meet for a short session in November next, when the bill will be introduced.

The heads of the proposed agreement with the Great Western Railway Company are printed herewith for the consideration of the Proprietors, who will have to adopt, or refuse to confirm, such agreement.

It will be remembered that Captain Tyler, R. E., was, at the suggestion of the board, unanimously invited by the Bond and Stockholders attending the last half yearly meeting to proceed to Canada to consider on the spot the various questions raised at that meeting. Captain Tyler having assented to undertake this important duty—associated with Mr. Eborall—these gentlemen are now in Canada carefully considering the matters referred to them. The board cannot now expect their report in time for the ensuing meeting. The meeting on the 31st instant will therefore be only held *pro forma* to be adjourned to an early future day, when the report of Captain Tyler and Mr. Eborall, together with the other business, may be fully considered.

On behalf of the Board,

EDWARD W. WATKIN, President.

London, Oct. 9, 1867.

Winchester and Potomac Railroad.

The annual meeting of the stockholders of this company was held at Winchester, Va., on Saturday last. Joseph H. Sherrard, Esq., was re elected president of the road, and Robert Y. Conrad, Wm. L. Clark, John Glaize and Wm. B. Baker, directors. The Winchester *News* says:

The report of the president and directors of the company's operations for the past year exhibited highly gratifying evidence of the increase of revenue from the transportation of passengers and freight. It was shown that the gross earnings of the company for the first eight months of the present year, to September 1st, 1867, (the latest date to which the returns had been received,) exceeded by several hundred dollars the entire amount which had accrued within the whole of the year preceding; and it was estimated that the business of the remaining four months might reasonably be expected to run up the total of the gross earnings for the year to $100,000, against sixty-one thousand some hundreds of dollars for the year 1866.

It was also stated that the amount expended during the year in reconstruction and repairs of the road, and for the use and repairs of machinery, cost of transportation, &c., and other incidental expenses, were in excess of the amount of income by about $40,000; and that as about one-third of the road remained to be ballasted, and the trestling near Harper's Ferry and the bridges on the road would require to be rebuilt, a further large outlay for these objects would yet be demanded before the road could be placed in thorough and complete condition. The contemplated improvement designed to connect the Winchester and Potomac Railroad with the Manassas Gap road at Strasburg was adverted to in the report, and the hope expressed that nothing might occur to retard its execution. After some allusion to negotiations which had been pending between the board of directors and the Baltimore and Ohio road, looking to a lease of the road to the latter company, and other topics, the question upon the report was submitted, when it was unanimously adopted.

Barryville and White Lake Railroad.

The Port Jervis *Union* says that the survey for this road was completed on the 15th of October by Mr. Kerby, of Newburgh; that the grades are favorable to its construction at a comparatively moderate cost; and that Mr. Williamson, of New York, has offered to take a contract for the building of the entire road for $100,000, and will sell $70,000 of the stock in New York city, leaving but $30,000 to be taken by the people along the route. The *Union* then adds:

The prospect is that the committee having this important matter in hand will accept of Mr. Williamson's offer; and, if so, the road will be speedily constructed. There are men enough in Shohola, Barryville, Black Lake and at White Lake ready to take the $30,000, so that there need be no delay in breaking ground for this important branch, and we say important because it will bring to market with great dispatch and facility the lumber, leather and other articles manufactured in that section. Should the Belvidere Delaware Railroad be built (and there is every reason to believe it will be), the transportation of lumber to Philadelphia would be more greatly remunerative to dealers that it now is. We urge the people along the route to take hold of this matter with energy, and secure to themselves the benefits which must certainly arise from the construction of this railroad.

Tennessee Railroad Bonds.

The Governor of Tennessee has addressed a circular to every President and Receiver of a railroad in the State, advising them of the amounts due on account of the January interest of the State debt incurred for their benefit, and the amount of arrears, and notifying them at the same time that if the interest due the State, or a reasonable portion of it, is not met, he will proceed to take possession of the roads, under the law. The January, 1868, interest as shown elsewhere, is $762,985. The average for July, 1866, January, 1867, and July 1867, is about $730,000 according to the books of the Comptroller, before the adjustment of the July accounts with the Fourth National Bank of New York. Of this sum over $200,000 is due by the Nashville and Northwestern road, the president of which road has promised $100,000 at once, besides providing his $91,946 for the January interest.

☞ The Knoxville and Kentucky Railroad is nearly completed to the State line, and trains run regularly on the road.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna 100	$1,675,139		
Allegheny Valley 50	1,498,400		
Alton and St Louis 100	125,000	J.A.J&O	Oct.'67 1½
Atlanta and West Point 100	1,282,200	J. & J.	Jul. '67 3½
Atlantic & N. Carolina 100	5,545,225		
Atlantic & Gt. Western 50	11,522,150		
" " " pref. 50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '67 2
Augusta and Savannah 100	733,700	J. & J.	Jul.'67 3½
Baltimore and Ohio 100	16,151,962	A. & O.	Oct. '67 4
Do. Washington Br. 100	1,650,000	A. & O.	Oct. '67 5
Baltimore City Passenger	670,000	F. & A.	Aug.'67 3
Boston and Chelsea 100	110,000	A. & O	Oct. '67 4
Bellefontaine Line 100	4,420,000	F. & A.	Aug.'67 3
Belvidere Delaware 100	997,112		
Berkshire* 100	600,000	J.A J&O	Oct.'67 1½
Blossburg & Corning.* 50	250,000	J. & D.	Jun.'67 2½
Boston, Concord & Mont. 100	459,600		
Do., do. pref. 100	1,340,400	J. & D.	Jun.'67 3
Boston and Lowell 100	183,000	J. & D.	Jun. '67 4
Boston and Maine 100	4,076,974	J. & J.	Jul. '67 5
Boston and Providence 100	3,360,000	J. & J.	Jul. '67 5
Boston and Worcester 100	4,500,000	J. & J.	Jul. '67 5
Broadway (Boston) 100	325,000		
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J	Jan. '67 5
Brooklyn City 10	1,000,000	F. & A.	A. '67 3½
Brooklyn City & Newt'n 100	399,800		
Buff., New York & Erie* 100	850,000	M. & N.	N'v 67 3½
Buffalo and State Line 100	2,200,000	F. & A.	Aug.'67 5
Cambridge Horse (Bost'n)100	727,800	A. & O.	O. '67 4½
Camden and Amboy 100	6,842,200	F. & A.	Aug.'67 5
Camden and Atlantic, pref. 50	600,000		
Cape Cod Branch 60	721,926	J. & J.	Jul. 67 3½
Catawissa 50	1,150,000		
Catawissa, pref. 50	2,200,000	A. & O.	Oct.'67 3½
Cayuga & Susquehanna.* 50	589,110		Jul.'67 4½
Central of Georgia 100	4,666,800	J & J.	Jul. '67 5
Central of New Jersey 100	13,000,000	J.A.J&O	Oct'67 2½
Central Ohio, pref 100	400,000	J. & D.	Jun.'67 3
Cen. Park, N. & E. River.100	970,000		Ap.'61 2½
Charlotte & S. Carolina 100	1,201,000		
Chemung* 100	380,000	J.A.J&O	Oct. '67 2
Cheshire, preferred 100	2,017,825	Annual.	J'n.'67 2½
Chicago and Alton 100	3,886,643	M. & S.	Sep.'67 5
" " pref. 100	2,425,576	M. & S.	Sep.'67 5
Chicago, Burl. & Quincy 50	19,193,010	M. & S.	Sep'67 25
Chicago and Gt. Eastern 100	4,390,000		
Chicago, Iowa & Nebras* 100	1,000,000		Jul. '67 5
Chicago and Milwaukee* 100	2,227,000		
Chicago & N. Western 100	13,160,927		
" " pref. 100	12,994,719	Annual.	Dec. '66 7
Chicago, R. I. & Pacific 100	9,100,000	A. & O.	Oct. '67 5
Cin., Ham. & Dayton 100	3,129,100	A. & O.	Oct. '67 5
Cin., Richmond & Chicago.100	350,000		
Cin. & Indianap. Junction.100	1,600,000		
Cincinnati and Zanesville. 50	1,600,250		
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jul. '67 6
Cleve., Col. & Cincinnati 100	6,000,000	F. & A.	Aug.'67 4
Cleveland & Mahoning* 50	2,044,600	M. & N.	Nov.'67 4
Cleve., Painsv. & Ashta. 100	5,000,000	J. & J.	Jul. '67 5
Cleveland and Pittsburg 50	5,403,911		Sep. '67 5
Cleveland and Toledo* 50	4,841,600	A & O.	O. '67 26
Col. & Indianapolis Cen. 100	4,000,000	J.A.J&O	A. '67 2½
Columbus and Xenia* 50	1,786,200	J. & J.	Jul '67 5
Concord 50	1,500,000	M. & N.	Nov.'67 5
Concord & Portsmouth 100	350,000	J. & J.	Jul. 67 3½
Coney Island & Brooklyn.100	500,000		
Conn. & Passump. Rivers.100			
Do. do. pref. 100	1,673,300	J. & J.	Jul. '67 3
Connecticut River 100	1,650,000	J. & J.	Jul. '67 4
Cumberland Valley 50	1,316,900	A. & O.	Oct.'67 4
Danbury and Norwalk 100	306,900		
Dayton and Michigan* 100	2,384,941		
Delaware 50	406,132	J. & J.	Jul. '67 3
Del., Lackaw & Western. 50	11.288,550	J. & J.	Jan. '67 5
Des Moines Valley 100	1,550,060		
Detroit & Milwaukee 100	452,359		
" " pref. 100	1,500,000		
D. Dock, E. B'dw. & Bat. 100	1,200,000		
Dubuque and Sioux City 100	1,673,641		
Do. do. pref 100	1,987,351	Annual.	M'r.'67 7s
Eastern (Mass.) 100	3,578,304	J. & J.	Jul. '67 4
Eastern (N. H.) 100	492,500	J. & J.	Jul. '67 4
East Pennsylvania 50	604,400		
East Tenn. and Georgia 100			
East Tenn. and Virginia 100			
Eighth Avenue (N. Y.) 100	1,000,000	J.A J&O	Jul. '67 4
Elm., Jeffers. & Canand* 100	500,000	F. & A.	Au. '67 2½
Elmira & Williamsport 50	500,000	M. & N.	M'y.'67 2½
Do. do. pref. 50	500,000	J. & J.	Jul.'67 3½
Erie Railway 100	16,570,100	F. & A.	Feb.'66 4
Do. pref. 100	8,535,700	Annual	Jan. '67 7
Erie & North East* 100	600,000	F. & A.	Aug.'67 5
Evansville & Crawfordsv.100	1.142,834		
Fitchburg 100	4,540,000	J. & J.	Jul. '67 4
Fitchburg & Worcester 100	247,800	J. & J.	Jul. '67 3
Flint and Holly		M. & N.	M'y '67 5
Forty Sec. St. & G. St. F'y.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '67 3
Georgia 100	3,156,000	A. & O.	Apr.'67 6
Germantown (Phila.) 50	112,245	J. & J.	Jan. '67 3
Girard College (Phila.) 50	160,000	J. & J.	Jul. '67 2
Grand Trunk (Ca.)	15,123,430		
Granite 100		F. & A.	Aug.'67 3
Great Western (Ca.)	16,802,745		1½
Green and Coates St. (Ph.) 50	150,000	J @ J.	Jan. '67 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	$3,000,000	J.A J&O	Oct. '67 5
Hannibal and St. Joseph.100	1,900,000		
Do. do. pref. 100	5,253,830		
Hanover Branch 50	116,850	M. & N.	Nov.'67 5
Housatonic 100	820,000		
" pref 100	1,180,000	M. & N.	M'y '67 4
Hudson River 100	13,937,100	A. & O.	Oct. '67 4
Hazleton 50	1,615,000	F. & A.	Aug.'67 3
Huntingdon & B'd Top 50	494,380		
" " pref. 50	190,750	J. & J.	Jul.'67 3½
Illinois Central 100	23,386,450	F. & A.	Aug.'67 5
Indianapolis & Cincinnati.100	1,689,900	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind. 100	2,000,000	J. & J.	Jan. '65 .
Joliet and Chicago* 100	1,500,000	J.A J&O	Oct.'67 1½
Joliet & North. Indiana* 100	300,000	J. & J.	Jul. '67 4
Lackawanna & Bloomsb. 50	1 335,000		
Lehigh and Mahanoy 50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna. 50	5,104,050	M. & N.	M'y.'67 5
Lehigh Valley 50	10,734,100	J.A.J&O	Oct.67 2½
Lexington & Frankfort 100	514,646	M. & N.	M'y.'67 3
Little Miami 50	3,572,400	J. & D.	Jun.'67 4
Little Schuylkill* 50	2,646,100	J. & J.	Jul. '67 2
Lomb. and South St (Ph.) 25	90,000		
Long Island 50	3,000,000	F.M.A.N.	Aug.'67 2
Louisv., Cin. and Lex. pr.100	48,638	J. & J.	Jul.'67 4½
Louisville and Frankfort. 50	1,109,594	J. & J.	Jul. '67 3
Louisville and Nashville. 100	5,500,000	F. & A.	Aug'67 4
Louisv., N.Alb.& Chicago.100	2,800,000		
Lowell and Lawrence 100	200,000	A. & O.	Oct. '67 3
Macon and Western 100	1,500,000	M. & N.	M'y '67 4
Mahanoy & B'd Mount'n* 50	921,615		
Maine Central 100	1,600,860		
Manchester & Lawrence. 100	1,000,000	M. & N.	Nov.'67 5
Marietta & Cincinnati 50	2,029,778		
" " 1st pref. 50	6,586,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston. 100	5,312,725	M. & S.	Mar.'62 4
Memphis and Ohio 100	570,000		
Metropolitan (Boston) 100	1,250,000	J. & J.	Jul. '67 5
Michigan Central 100	7,502,866	J. & J.	Jul. '67 5
Mich. So. & North. Ind. 100	9,811,300	F. & A.	F. 65 3½
" " guaranteed.100	787,700	F. & A.	Aug.'67 5
Middlesex (Boston) 100	400,000		
Millville and Glassboro' 100	368,200	F. & A.	Aug.'67 6
Milw. & Prairie du Chien. 100	3,014,000	F. & A.	Feb.'67 3
" " " 1st pref 100	3,082,000	Annual.	Feb.'67 8
" " " 2d pref. 100	1,014,000	Annual.	Feb.'67 7
Milw. & St. Paul 100	3,627,000	J. & J.	
" " " pref. 100	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	3,775,600	J. & J.	Jul. '67 4
Mississippi Central 100	2,090,261		
Mobile and Ohio 100	3,588,300		
Montgomery & W. Point. 100	1,419,769		
Morris and Essex 50	5,500,000	F. & A.	F. 67 3½
Nashua and Lowell 100	600,000	M. & N.	Nov. '67 5
Nashville & Chattanooga.100	2,056,544		
Naugatuck 100	1,100,000	F. & A.	Au. '67 5
New Bedford & Taunton. 100	500,000	J. & J.	Jul. '67 4
New Haven & N. London. 100	738,538		
N Haven & Northampton.100	1,224,100	J & J.	Jul. '67 3
New Jersey 100	5,000 000	F. & A.	Aug.'67 5
New London Northern 100	895,000	M. & S.	Sep. '67 4
N. O., Jackson & Gt. N 100	4,697,457		
N. O., Opel. & Gt. West'n.100	4,093,425		
New York Central 100	26,530,000	F. & A.	Aug.'67 3
New York and Harlem 50	5,285,050	J. & J.	Jul. '67 4
" " pref. 50	1,500,000	J. & J.	Jul. '67 4
New York & New Haven.100	6,000,000	J. & J.	Jul. '67 5
N Y., Provid. & Boston 100	1,755,281	J. & J.	Jul. '67 3
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jul. '67 3
Ninth Avenue 100	797,400		
North Carolina 100	4,000,000		
Northern Central 50	4,518,900	F.M.A.N	Nov.'67 2
North Eastern (S. C.) pref.	155,000		May '67 4
Northern of N. Hampsh, 100	3,06·,400	J. & D.	Jun.'67 4
Northern of N. Jersey 100	158,800		
North Missouri 100	2,369.307		
North Pennsylvania 50	3,150,150		F'b.'67 5s
Norwich & Worcester 100	2,363,600	J. & J.	Jul. '67 4
Ogdensb. & L. Champl'n. 100	3,077,000	F. & A.	Aug.'67 3
" " pref. 100	641,200	A. & O.	Oct. '67 4
Ohio and Mississippi 100	20,222,647		
" " pref. 100	3,607 197	Annual.	Jan. '67 7
Old Colony & Newport 100	4.848,300	J. & J.	Jul. '67 3
Orange and Newark 100	281,550		
Oswego and Syracuse 50	482,400	F. & A.	Aug.'67 4
Pacific of Missouri 100	3.581,000		
Panama 100	7,000,000	J.AJ&O.	Oct. '67 6
Paterson and Ramapo 100	248,000	J. & J.	Jul.'67 2½
Paterson and Hudson Riv 100	630,000	J. & J.	Jul '67 4
Pennsylvania 50	20,000,000	M. & N.	Nov.'67 3
Peoria & Bureau Valley* 100	1,200,000	A. & O.	Oct. '67 6
Petersburg & Lynchburg.100	1,365,500		
Philadelphia and Erie* 50	5,069,450		Jan. '67 3
Philadelphia and Reading 50	21,191,067	J. & J.	Jul. '67 5
Do. Do. preferred. 50	1,551,·00	J. & J.	Jul. '67 5
Phil., Germ'nt'n & Nor't'n 50	1,507,850	A. & O.	Oct.'67 5
Phila. and Trenton* 100	999,200	F. & A.	Aug.'67 5
Phila., Wil. & Balt. 50	9,019,300	J. & J.	Jul. '67 4
Philadelphia City 50	100,000	J & J.	Jul. '67 5
Philadelphia and Darby 20	100,000	J. @ J.	Jan.'67 2½
Phila. and Grey's Ferry 25	217,697	J. @ J.	Jan. '61 6
Pittsburg & Connellsville. 50	1,794,623		
Pittsb., Ft. W. & Chicago.100	9,940,987	J.A.J&O	Oct. 67 2½
Pittsfield and N. Adams 100	450,000	J. @ J.	Jul. '67 3
Portland and Kennebec 100	1,000,000		Aug.'67 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'67 3
Providence & Worcester 100	1,800,000	J. & J.	Jul. '67 4
Reading and Columbia 50	605,019		
Rensselaer and Saratoga 100	800,000	A. & O.	Apr.'67 2
Richmond and Danville 100	2,000,000		
Richmond and Petersb'g 100	847,000		
Rich., Fred. and Potomac.100	1,041,800		
Rockport 100	88,400	J. & D.	Jun.'67 4
Rome, Watert. and Og'nb. 100	2,385,500	J. & J.	Jul. '67 5
Rutland and Burlington 100	2,233,376		
St. L., Alt. and T. Haute. 100	2,800,000		
" " " pref. 100	1,700,000	Annual.	Mar. '67 7
St. L., Jack'nv. and Chic'o.100	1,469,429		
Sandusky and Cincinnati.100	2,089,000		
" " pref. 100	393,073	M. & N.	M'y '67 3
Sand., Mansf. and Newark.100	900,000		
Saratoga and Hudson R. 100	1 020,000		
Saratoga and Whitehall* 100	500,000	A. & O.	Apr.'67 2
Savannah and Charleston.100	1,000,000		
Schuylkill and Susqueh'a. 50	1,269,150		
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jul. '67 5
Schuylkill Valley* 50	576,050	J. & J.	Jul.'67 2½
Seaboard and Roanoke 100	868,200		
Second Avenue (N. Y.) 100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Au.'67 2½
Sixth Avenue (N. Y.) 100	750,000		M'y '67 5
South Carolina 100	2,819,275		
South Shore 100	259,685		
South Western, Georgia 100	3.203,400	F. & A.	Aug.'67 4
Southern Mississippi 100	1,000,000		
Staten Island 100	660,000	J. & J.	Jul. '67 4
Syr., Bingham. and N. Y.100	1,200 130		
Taunton Branch 100	250,000	J. @ J.	Jul. '67 4
Tennessee and Alabama 100	595,922		
Terre Haute and Indiana. 50	1,988,150	J. & J.	Jul. '67 6
Third Avenue (N. Y.) 100	1,750,000		
Thirteenth and Fif. (Ph.) 50		J. @ J.	Jul. '67 1
Tol., Peoria and Warsaw. 100	1,650 000		
" " " 1st pref. 100	1,700,000		
" " " 2d pref. 100	908,176		
Tol., Wabash and West 50	5,400,000		
" " pref. 50	1,000,000	M. & N.	N. '67 3½
Troy and Boston 100	607,111		
Troy and Greenbush* 100	274,400	J. & D.	Jun'67 3½
Troy, Salem and Rutl'd* 100	800,000	A. & O.	Apr.'67 2
Union Transport'n (Bos.) 100	200,000		
Union Pacific 100			
Union Pacific (E. D.) 100			
Union Pacific (Cent. Br.) 100			
Union (Phila.) 50	291,475	J. @ J.	Jan. '67 3
Utica and Black River 100	834,400	J. & J.	Jul. '67 4
Vermont and Canada* 100	2,250,000	J. & D.	Dec.'67 4
Vermont Central 100	8,000,000		
Vermont and Massachu'ts.100	2,800,000	J. & J.	J'n.'67 1½
Vermont Valley 100	516,164		
Virginia Central 100	3,353,679		
Virginia and Tennessee 100	3,452,815		
Wes ern (Mass.) 100	6,710,800	J. & J.	Jul. '67 5
Western Union 100	2,687,237		
West Jersey 100	731,050	M. & N.	Nov.'67 4
West Philadelphia 50	249,100	J. @ J.	Jul. '67 5
Wilm. and Manchester 100	1,130,470		
Wilm. and Weldon 100	1,340,293		
Worcester and Nashua 75	1,141,000	J. & J.	Jul.'67 3½

CANALS.

Chesapeake and Delaware 50	1,575,963	J. & D.	Jun.'67 3
Chesapeake and Ohio 25	8,228,595		
Delaware Division 50	1,633,350	F. & A.	Aug.'67 4
Delaware and Hudson 100	10,000,000	F. & A.	Aug.'67 8
Delaware and Raritan 100	2,298,400	F. & A.	Aug.'67 5
Erie of Pennsylvania 50	64,000		
Lehigh Coal and Navigat. 50	6,137,000	M. & N.	M'y '67 3
Monongahela Navigation. 50	728 100	J. & J.	Jul. '67 5
Morris (consolidated) 10	1,025,000	F. & A.	Feb.'67 3
" (preferred) 100	1 175,000	F. & A.	Aug.'67 5
Schuyl. Navigation (cons.) 50	1,808,207	F. & A.	Feb.'67 6
" " (pref.). 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water 50	2,052,083		
Union 50	2,907,850		
" preferred 50			
W. Branch and Susq. 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley 50	800,000	irregular	Oct. '67 4

MISCELLANEOUS.

Atlantic Mail Steamship. 100	4,000,000	MJS&D.	Sep.'67 2½
Pacific Mail Steamship 100	20,000,000	MJS&D.	Sep. '67 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph. 100	28,450,000	J. & J.	Jul. '67 2
American Coal 25	1,500,000	M. & S.	M. '67 3½
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal 25	500,000	J. & J.	Jul. '67 4
Central Coal 100	2,000,000	J. & J.	Jan. '67 5
Mt. Pleasant Coal --	200,000	J.A. J.O.	Oct.'67 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug.'67 5
Roaring Brook Coal —	200,000	J.A. J.O.	Oct.'67 2½
Spring Mountain Coal 50	1,250,000	J. & J.	Jan. '67 6
Spruce Hill Coal 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal 100	3,400,000	A. & O.	
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Rutland Marble 25	1,000 000	M. & N.	Nov.'66
Adams Express 100	10,000,000	FMA&N	Nov.'66 2
American Express 500	9,000,000	FMA&N	Nov.'66 3
Merchants Union Express.100	20,000,000		
United States Express 100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp. 100	10,000,000		

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'nt in single tr'k.	Length. In progress or projected.	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p c.		
						MASSACHUSETTS.									
30 Nov.'66	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,525	6¾	....	37
30 Nov.'66	5.73	—	218	32	—	Broadway, Boston	348,279	325,000	—	20,451	168,846	44,203	7	....	55
30 Nov.'66	27.43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	—	65,502	9	....	90
30 Nov.'66	2.57	—	35	6	—	Lowell (Horse)	46,536	46,000	—	—	20,399	3,261	—	....	....
30 Nov.'66	11.75	—	211	31	—	Lynn and Boston	271,530	200,000	50,000	50,032	164,742	5,258	—	....	10
30 Nov.'66	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	58,727	—	27,144	—	—	....	25½
30 Nov.'66	3.07	—	—	—	—	Medford and Charlestown	36,600	21,000	9,500	—	19,627	2,240	—	50	25
30 Nov.'66	38.82	—	837	157	—	Metropolitan (Boston)	1,501,478	1,250,000	—	139,096	753,414	113,472	—	....	56
30 Nov.'66	6.28	—	254	35	—	Middlesex (Boston)	494,702	400,000	38,000	76,444	157,176	11,437	—	....	40
30 Nov.'66	3.22	—	—	—	—	Northampton & Williamsb.	300,000	300,000	—	4,627	2,686	211	—	....	....
30 Nov.'66	5.69	—	60	9	—	Quincy	141,233	71,600	58,400	55,000	34,256	2,585	—	....	....
30 Nov.'66	7.78	—	48	13	—	Salem and South Danvers	189,972	150,000	27,300	4,148	35,970	6,108	4	....	....
30 Nov.'66	3.61	—	—	—	—	Somerville	75,000	75,000	—	—	4,379	2,251	3	....	39½
30 Nov.'66	2.50	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	9,628	1,991	6	....	....
30 Nov.'66	6.74	—	—	—	—	Suburban	95,000	5,000	—	—	—	—	—	....	....
30 Nov.'66	—	—	431	63	—	Union (Transportation)	283,789	200,000	24,000	113,007	341,247	10,110	5	....	88
30 Nov.'66	1.58	—	—	—	—	West Cambridge	13,600	13,600	—	—	—	516	4½	....	47
30 Nov.'66	2.25	—	—	—	—	Winnisimmet	62,152	59,800	—	—	3,720	3,255	4	....	....
30 Nov.'66	11.60	—	—	—	—	Worcester	91,174	75,000	52,000	—	—	—	—	....	....
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	....	....
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	....	....
						NEW YORK.									
30 Sep. '66	9.65	—	87	6	6	Albany	118,622	89,850	40,000	.....	46,365	1,841	—	....	....
30 Sep. '66	25.00	—	—	49	—	Bleecker St. & Fulton Ferry	1,698,766	900,000	694,000	10,000	281,424	103,590	—	100	....
30 Sep. '66	10.76	—	—	—	33	Broadway (Brooklyn	236,759	200,000	27,500	5,910	98,266	23,408	8	100	....
30 Sep. '66	14.00	—	—	98	—	Broadway & 7th Ave., N. Y.	3,492,826	2,100,000	1500000	—	677,195	268,445	4	100	....
30 Sep. '66	8.00	—	—	15	—	Brooklyn, Bath & Coney Isl'd	153,414	99,850	80,000	72,872	27,901	7,567	—	100	....
30 Sep. '66	24.00	—	—	51	22	Brooklyn Central & Jamaica	995,783	488,100	462,810	32,185	196,041	25,709	—	100	....
30 Sep. '66	57.68	1.90	—	196	—	Brooklyn City	1,388,369	1,000,000	170,000	.....	1,051424	356,656	12	10	....
30 Sep. '66	11.75	4.00	—	37	—	Brooklyn City & Newtown	549,425	399,800	200,000	18,795	128,224	19,566	—	100	....
30 Sep. '65	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	187,200	164,000	20,000	3,200	—	—	—	100	....
30 Sep. '66	4.50	—	—	14	—	Brooklyn City & Rock. Be'h	124,586	102,150	35,000	.....	8,667	4,562	—	....	....
30 Sep. '66	24.00	—	—	114	12	Centr'l P'k, N & E. Riv. (N. Y.)	1,608,489	970,000	550,000	21,303	535,008	127,893	2½	100	....
30 Sep. '65	—	2.00	—	—	—	Clinton Avenue (Albany)	.....	2,800	.....	.....	—	—	—	....	....
30 Sep. '65	—	2.00	—	—	—	Cohoes & Waterford	.....	500	.....	.....	—	—	—	....	....
30 Sep. '66	19.75	—	—	—	—	Coney Island & Brooklyn	643,099	500 000	148,000	36,545	123,014	loss.	—	100	....
30 Sep. '66	23.23	—	—	180	—	D. Dock, E. B'dw. & Battery	562,246	1,200,000	550,000	403,661	89,549	—	—	100	....
30 Sep. '65	—	6.00	—	—	—	East & North River (W.Co.)	650	650	.....	.....	—	—	—	....	....
30 Sep. '66	18.00	—	—	157	—	Eighth Avenue	1,300,972	1,000,000	160,000	.....	725,724	61,207	9	100	....
30 Sep. '65	12.00	—	—	42	—	42d st., & Grand st. Ferry	962,521	750,000	260,000	2,698	227,662	63,047	5	100	....
30 Sep. '65	4.52	—	—	—	—	Grand st. & Newtown (W'g)	.....	.....	.....	.....	—	—	—	....	....
30 Sep. '66	10.00	—	—	17	2	Harlem Br., Moris'a & Ford'm	223,230	90,000	124,000	2,500	70,522	16,172	—	100	....
30 Sep. '66	3.00	—	—	—	—	Hudson Av. and Prosp. P'k	.....	.....	(Com	pleted	Sept.,	1867.)	—	....	....
30 Sep. '66	12.20	—	—	30	—	Ninth Avenue	445,295	797,320	112,000	.....	73,276	loss.	—	100	....
30 Sep. '65	11.00	—	—	—	—	Port Morris & Westchester	1,200	1,200	.....	.....	—	—	—	....	....
30 Sep. '66	11.00	—	—	38	—	Rochester City & Brighton	278,473	133,400	100,000	7,000	53,296	9,042	—	100	....
30 Sep. '66	16.00	—	—	—	—	Second Avenue (N. Y.)	1,250,023	670,000	520,000	210,000	420,564	31,026	—	100	55
30 Sep. '66	8.37	—	—	73	—	Sixth Avenue (N. Y.)	1,489,863	750,000	180,000	—	522,705	loss.	5	100	116
30 Sep. '66	3.00	—	100	—	8	South Brooklyn & Berg. St.	.....	.....	.....	.....	—	—	—	....	....
30 Sep. '65	17.50	—	—	170	—	Third Avenue (N. Y.)	2,406,509	1,170,000	1,280000	70,000	1,098083	260,333	12	100	....
30 Sep. '65	—	5.00	—	—	—	Third Avenue & Fordam	975	975	.....	.....	—	—	—	....	....
30 Sep. '66	4.46	—	—	—	—	Troy and Cohoes	50,000	50 000	.....	.....	(Lease	d.)	—	....	....
30 Sep. '66	—	—	—	—	—	Troy and Lansingburg	.....	.....	(no re	port.)	—	—	—	....	....
30 Sep. '66	6.50	—	—	—	—	Utica and Waterville	311,362	124,500	100,000	1,200	46,449	14,355	—	....	....
30 Sep. '66	1.75	—	—	4	—	V. Brunt st. & Erie Bas. (Bk'n)	62,000	50,000	12,000	.....	15,850	390	—	....	....
30 Sep. '65	—	—	—	—	—	Westchester	5,949	7,370	.....	.....	—	—	—	....	....
30 Sep. '65	—	4.00	—	—	—	West Shore	1,457	2,200	.....	.....	—	—	—	....	....
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	.....	.....	—	....	....
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	....	....	....
31 Dec. '66	17.00	—	150	22	—	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566	—	50	....
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	.....	.....	....	....	....
						PENNSYLVANIA.									
31 Oct. '66	9.23	—	144	26	3	Citizens' (Pittsburg)	218,024	126,000	56,300	7,756	143,111	61,093	20	50	....
31 Oct. '66	6.74	—	—	—	—	Frankfort and Philadelphia	134,935	71,475	50,000	21,750	6,184	loss.	—	....	....
31 Oct. '66	16.43	—	271	49	—	Frankford & Southw'k (Ph.)	772,606	491,650	200,000	—	261,223	65,440	6	50	15½
31 Oct. '66	34.41	—	367	59	—	Germantown	481,335	112,245	350,000	36,294	294,683	121,721	20	....	27
31 Oct. '66	5.47	—	120	25	—	Girard College (Phila.)	81,612	160,000	—	—	104,934	17,340	15½	50	28½
31 Oct. '66	4.53	—	191	33	8	Green & Coates st. (Phila.)	232,953	150,000	100,000	—	166,792	51,984	18½	50	30½
31 Oct. '66	2.12	—	25	5	1	Harrisburg City	55,874	41,114	9,500	4,824	11,463	507	—	25	....
31 Oct. '66	19.00	—	390	56	1	Hestonv., Mantua & Fairm't	—	—	183,600	8,250	242,181	30,388	—	50	11
31 Oct. '66	5.21	—	105	18	1	Lombard & South st. (Phil.)	160,189	90,000	60,200	4,500	67,450	20,166	—	25	1½
31 Oct. '66	7.25	—	90	13	—	Oakland (Pittsburg & E. L.)	—	59,500	52,157	6,174	43,264	loss.	—	....	....
31 Oct. '66	5.92	—	45	10	3	Philadelphia and Darby	118,383	100,000	17,000	—	39,291	13,479	—	20	12
31 Oct. '66	7.00	—	241	45	—	Philadelphia City	896,255	255,000	140,000	31,255	191,325	61,822	—	50	....
31 Oct. '66	7.50	—	176	19	11	Pittsb., Allegheny & Manch'r	140,740	100,000	35,600	14,507	116,338	25,058	16	50	....
31 Oct. '66	2.90	—	75	12	—	Pittsburg and Birmingham	72,909	68,000	10,600	—	80,135	29,938	20½	50	....
31 Oct. '66	8.00	—	54	12	—	Ridge Avenue & Manyunk	179,635	120,000	63,300	2,108	42,025	7,879	4	50	7
31 Oct. '66	3.60	—	40	6	2	Schuylkill River (Phila.)	46,019	50,000	—	—	(op. by	S. & P.)	—	....	....
31 Oct. '66	19.38	—	485	72	4	Second & Third st. (Phila.)	485,823	339,007	114,200	41,229	407,923	131,588	50	50	77½
31 Oct. '66	5.62	—	95	9	7	17th & 19th st. (Phila.)	114,368	120,000	—	—	57,662	12,333	—	50	12
31 Oct. '66	8.50	—	154	19	4	Spruce & Pine (Phil. & Gr'sF.)	250,253	250,157	—	—	101,996	38,491	8	50	27
31 Oct. '66	7.00	—	197	32	2	10th & 11th st. (Citizens')	176,048	192,750	—	—	206,945	99,612	31½	50	65
31 Oct. '66	6.25	—	160	18	—	13th & 15th st. (Phila.)	.....	994,950	—	—	128,955	45,196	2	50	19
31 Oct. '66	25.00	—	515	70	11	Union (Philadelphia)	762,247	400,000	300,000	—	344,895	67,574	7½	50	36
31 Oct. '66	9.29	—	331	56	1	West Philadelphia	358,523	249,000	100,000	—	292,461	80,847	10	50	66
31 Oct. '66	2.48	—	9	3	1	Wilkesbarre and Kingston	26,880	25,000	—	6,260	9,168	3,424	—	....	....
31 Oct. '66	1.03	—	9	4	—	Williamsport	19,282	15,600	—	1,124	7,652	1,157	—	25	....
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	....	19
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	....	....	....
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	....	....	....
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	....	....	....
31 Dec 62	3.68	—	—	—	—	Pendleton & S.st.Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	....	....	....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p c.
Broadway [Brooklyn]: Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue: 1st Mortgage	1,500,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney Is'd 1st Mortgage	80,000	7	J. & J.	1883	....
Brooklyn and Rockaway 1st Mortgage	35,000	7	J. & J.	.....	....
Brooklyn Centr. & Jamaica: 1st Mortgage	498,000	7	J. & D.	1870	....
Brooklyn City. 1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge: 1st Mortgage	150,000	6	J. & J.	1883	89
Central Park, East & North River: 1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' Pittsburg] 1st Mortgage	56,300	7	J. & J.	1870	....
Coney Island and Brooklyn: 1st Mortgage	148,000	7	J. & J.	1873	....
Delaware County: 1st Mortgage	6,500	7	.....	.....	....
Dorchester: Real Estate Mortgage	5,000	6	.....	.....	....
D. Dock, E, B'dw. & Battery: 1st Mortgage	550,000	7	J. & J.	.....	....
Eight Avenue. 1st Mortgage	160,000	7	J. & J.	.....	....
Forty-second street: 1st Mortgage	127,150	7	J. & J.	1873	....
Real Estate	134,500	7	J. & J.	.....	....
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1869	107
Frankfort and Philadelphia: 1st Mortgage	50,000	7	.....	.....	....
Germantown: 1st Mortgage	350,000	7	J. & J.	1869	....
Green and Coates St.: 1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Moris'a & Ford'm 1st Mortgage	124,000	7	J. & J.	.....	....
Hestonville Mantua & Fairmount: 1st Mortgage	183,600	7	J. & J.	1869	....
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston: 1st Mortgage [road]	50,000	6	J. & J.	'71-'72	91½
Malden and Melrose: 1st Mortgage guarantied	58,727	6	.....	1880	91
Medford and Charlestown: 1st Mort. [Winter St. Br.]	9,500	6	.....	.....	....
Middlesex: 1st Mortgage	38,000	--	.....	.....	--
Malden & Melrose bonds	46,971	--	.....	.....	....
Real Estate	6,000	--	.....	.....	....
Ninth Avenue: 1st Mortgage	112,000	7	.....	.....	....
North Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark: 1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City: 1st Mortgage	140,000	6	J & J.	1879	91
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	....
Phila. and Gray's Ferry: 1st Mortgage	15,500	7	J & J.	1869	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham: 1st Mortgage	10,600	7	J. & J.	1870	....
Pittsburg & East Liberty: 1st Mortgage	87,000	7	J. & J.	1871	....
Quincy. Plain bonds	58,400	--	M. & S.	1868	....
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton 1st Mortgage	100,000	7	J. & J.	.....	....
Second Avenue: 1st Mortgage	520,000	7	J. & D.	1867	....
Second and Third Street: 1st Mortgage	100,000	7	J. & J.	1868	90
2d Mortgage	114,200	7	J. & J.	1869	103
Third Avenue. 1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	480,000	--	.....	.....	....
Union: Real Estate Mortgage	300,000	6	J. & D.	1875	....
Utica and Waterville: 1st Mortgage	100,000	7	.....	.....	....
Van Brunt st & Erie Basin: 1st Mortgage	12,000	7	J. & J.	.....	....
West Hoboken & Hoboken: 1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia: 1st Mortgage	100,000	7	J & J	1869	....

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Nov. 1, 1867.					
Loan of Jan. 28, 1847 ..... registered	14,609,942	6	Jan. & July.	1867	144
Loan of March 31, 1848 ..... registered		6	" "	1868	140
" " " ..... coupon		6	" "	1868	----
Texas Indemnity, of Sept. 9, 1850 ..... coupon	262,000	---	presentation.	Due.	----
Loan of June 14, 1858 ..... registered	20,000,000	5	Jan. & July.	1874	111½
" " " ..... coupon		5	" "	1874	111
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	116
" " " ..... coupon		5	" "	1871	118
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	" "	1881	111½
" " " ..... coupon		6	" "	1881	112½
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	108
" " " " " " yearly		6	July.	1881	----
Loan of July 17, 1861 ..... registered	264,645,200	6	Jan & July.	1881	111¾
" " " " ..... coupon		6	" "	1881	112½
Loan of Feb. 25, 1862 (5-20s) ... registered	1,267,898,100	6	May & Nov.	1882	105
" " " (5-20s) ..... coupon		6	" "	1882	108½
Loan of March 3, 1864 (5-20s) ... registered		6	May & Nov.	1884	105½
" " " (5-20s) ..... coupon		6	" "	1884	105½
Loan of March 3, 1865 (5-20s) ... registered		6	May & Nov.	1885	106
" " " (5-20s) ..... coupon		6	" "	1885	106½
" " 2d series (5-20s) ... registered		6	Jan. & July.	1886	----
" " " (5-20s) ..... coupon		6	" "	1886	107½
" " 3d series (5-20s) ... registered		6	" "	1887	----
" " " (5-20s) ..... coupon		6	" "	1887	107½
Loan of March 3, 1864, (10-40s) ... registered	171,823,350	5	Mar. & Sept.	1904	100¾
" " " (10-40s) ..... coupon		5	" "	1904	101½
Pacific R. R. Bonds ..... (currency)	18,042,000	6	Jan. & July.	'95-'97	----
Treas'y Notes (7-30s) June 30, '64: 2d series	334,607,700	7.3	June & Dec.	1868	105½
" " (7-30s) Mar. 3, '65: 3d series		7.3	Jan. & July.	1868	105½
Matured Debt not presented	17,975,589	---	presentation.	----	----
Gold Certificates of Deposit	14,514,200	---	presentation.	----	----
Coupon Interest Notes 1864 '65	62,558,940	6	At maturity.	3 y'rs	----
United States Notes (greenbacks)	357,164,844	---	----	----	----
Three per cent. certificates	11,560	---	----	----	----
Fractional currency	30,706,483	---	----	----	----
Navy Pension Fund	13,000,000	---	----	----	----
State Securities, latest.					
Alabama—State Bonds ..... coupon	168,000	5	May & Nov.	1872	
" — " " (extended) ... "	1,941,000	5	" "	1883	----
" — " " (funded coup.) "	437,850	5	" "	1887	----
" — " " (sterling) ... "	648,000	5	Jan. & July.	1876	----
" — " " (") ... "	688,000	6	" "	1876	----
Arkansas—*Bank Loan (real estate) ... coupon	899,000	6	April & Oct.	1861	----
" —* " " (State Bank) ... "	610,000	6	Jan. & July.	1868	----
California—Civil Bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1877	127½
" — " " 1860 ... "	198,500	7	" "	1880	----
" —Soldiers Relief Bonds ... "	1,545,500	7	" "	'83-'84	98½
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	98
" — " " Oct., 1861	2,000,000	6	" "	'72-'82	----
" — " " Nov., 1863	2,000,000	6	" "	1883	----
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	----
" — " " May, 1865 (free) ...	2,000,000	6	" "	1885	----
Florida—State Bonds ..... coupon	370,617	8	Jan. & July.	var.	----
" — " " ..... "		7	" "	var.	----
Georgia—State Bonds (Railroad) ..... coupon	276,000	7	various.	'72-'74	83
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	----
" — " " (Railroad) ..... "	1,569,000	6	" "	'68-'74	----
" — " " (Railroad) ..... "	734,000	6	Feb. & Aug.	'78-'86	73
" — " " (Sterling) ..... "	72,000	5	Mar. & Sept.	1869	----
Illinois—Ill. and Mich. Canal ..... coupon	1,157,223	6	Jan. & July.	1870	99½
" — " " " ..... registered	1,229,657	6	" "	1870	----
" —State Bonds ..... coupon	948,910	6	" "	'60-'70	----
" — " " ..... "	4,357,253	6	" "	'77-'79	1½
" —War Loan Bonds ..... "	945,200	6	" "	1879	100
Indiana—State Bonds ..... coupon	1,191,992	2½	Jan. & July.	1866	----
" — " " ..... "	3,829,936	5	" "	1866	95
" — " " ..... "	309,000	6	May & Nov.	1886	----
Iowa—State Bonds ..... coupon	180,000	7	Jan. & July.	1868	----
" —War Loan Bonds ..... "	300,000	7	" "	1881	----
Kansas—State Bonds ..... coupon	99,945		Jan. & July.	1875	----
" —War Loan Bonds ..... "	500,000		" "	'76-'81	----
Kentucky—State Bonds ..... coupon	901,000	6	Jan. & July.	'68-'71	----
" — " " ..... "	1,421,000	6	April & Oct.	'70-'71	----
" — " " ..... "	415,000	6	May & Nov.	1870	----
" — " " ..... "	263,000	5	April & Oct.	'67-'73	----
" —Military Bonds ..... "	686,000	6	various.	'80-'95	----
Louisiana—State Bonds (Banks) ..... coupon	4,832,983	6	Feb. & Aug.	'68-'86	----
" — " " (Railroads) ... "	2,928,000	6	various.	'69-'99	----
" — " " (Schools, &c.). "	665,000	6	Jan. & July.	1897	----
" — " " (Levees) ... "	1,000,000	6	various.	1886	----
" — " " (New) ..... "	892,800	6	"	'86-'87	----
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	----
" —Civil Loans of 1855-'56 ..... coupon	174,000	6	Mar. & Sept.	'67-'74	----
" — " " 1857-'61 ..... "	171,000	6	various.	'75-'78	----
" —War Loan of 1861 ..... "	800,000	6	"	1871	99½
" — " " 1863 ..... "	525,000	6	Mar. & Sept.	1883	----
" —Bounty Loan of 1863 ..... "	475,000	6	Feb. & Aug.	1880	98½
" —War Loan of 1864 ..... "	2,832,500	6	June & Dec.	1889	98½
Maryland—State Bonds (Balt. & Susq. R.R.)	315,000	3	J. A. J & O.	1890	----
" — " " (S & T. W. Can.) steri.	1,017,622	5	" "	1865	----
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	----
" — " " (C. and O. Can.) steri.	1,405,507	5		1889	----
" — " " (R.R. various) "	120,000	5		1889	----
" — " " (") cur'cy.	159,974	5		'89-'90	----
" — " " (B. & O. R.R.) steri.	3,277,389	5		1890	----
" — " " (C. and O. Can.) "	3,259,616	5		1890	----
" — " " (Ches. & Ohio Can.)	2,000,000	6		1870	100½
" — " " (Balt. & Susq. R.R.)	1,000,000	6		1870	100½
" — " (Bounty)	501,000	6	"	abt.'74	----
" — (Ches. & Ohio Can.)	30,000	6	"	1885	----
" — " " (Balt. & Susq. R.R.)	429,588	6	"	1890	----
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	----
" — " "	21,000	5	"	1870	----
" —General Statutes Loan	150,000	5	Jan. & July.	1870	----
" —Funding Loan	17,000	5	June & Dec.	1872	----
Massachusetts—State Almshouse Loan	100,000	5	May & Nov.	1872	----
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	104
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	----
" —Funding Loan	75,000	6	June & Dec.	1868	----
" — " "	172,000	6	" "	'70-'72	119½
" —Lun. Hosp. and State Prison.	94,000	6	Jan. & July.	1874	117½
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	118½
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	----
" —Coast Defense Loan	888,000	5	" "	1883	----
" —Bounty Fund Loan	200,000	5	" "	1893	101
" — " " "	4,379,500	5	May & Nov.	1894	104½
" — " " " sterling .	3,996,000	5	" "	1894	----
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'73	----
" — " " "	2,150,000	6	" "	'74-'76	117½
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	100½
" —Western R.R. Loan (ster.ing)	4,319,520	5	April & Oct.	'68-'71	----
" —Eastern R.R. Loan	275,000	5	Jan. & July.	'68-'71	----
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	----
" —Troy and Greenfi'd R.R.	965,500	5	" "	'91-'93	----
" — " " " (stg.)	554,180	5	" "	'88-'90	----
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	----
" —Renewal Bonds	216,000	6	" "	1878	----
" —Two Million Loan Bonds	1,750,000	6	" "	'73-'83	----
" — " " " "	250,000	7	" "	1868	----
" —War Loan Bonds	1,111,500	7	" "	1886	100
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	----
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	----
Mississippi—*State Bonds (Planters' Bank) .	2,000,000	6	----	'41-'71	----
" — " " (Union Bank)	5,000,000	6	----	Var.	----
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	94
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'85	83½
" —*Pacific R.R.	7,000,000	6	" "	'81-'87	94½
" —*Southwestern R.R.	4,500,000	6	" "	'85-'87	----
" —*North Missouri R.R.	4,350,000	6	" "	'82-'87	----
" —*Iron Mountain R.R.	3,500,000	6	" "	'83-'89	----
" —*Cairo and Fulton R.R.	650,000	6	" "	'85-'87	----
" —*Platte County R.R.	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1861 ...	1,194,100	6	Jan. & July.	'67-'78	97½
" — " " Sept. 1, 1864 ..	600,000	6	May & Nov.	'84-'89	----
" — " " Oct. 1, 1866 ..	609,500	6	April & Oct.	'67-'74	91½
" — " " July 1, 1866 ...	500,000	8	Jan. & July.	1869	98½
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	102½
" — " " 1863 (")	1,002,900	6	" "	'86-'96	----
" — " " 1864	793,400	6	" "	'97-'02	----
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	103
" —Bounty Fund Bonds ..... coupon	2,569,000	7	Jan. & July.	1877	107½
" — " " " .. registered	27,726,500	7	" "	1877	107½
" —General Fund Bonds	1,189,780	6	" "	pleas.	----
" — " " "	500,000	6	" "	1868	----
" — " " "	800,000	6	" "	1878	---
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	----
" — " " "	6,000,000	6	" "	1873	100½
" — " " "	2,250,000	6	" "	1874	100
" — " " "	1,400,000	6	" "	'75-'77	101
" —General Fund Bonds	909,607	5	Jan. & July.	pleas.	----
" — " " "	442,960	5	May & Nov.	1868	----
" — " " "	900,000	5	Jan. & July.	1875	91
" — " " "	800,000	5	" "	1878	----
" —Canal Fund Bonds	1,163,000	5	J. A. J. & O.	1868	----
" — " " "	167,000	5	" "	1871	----
" — " " "	4,500,000	5	" "	1874	93
North Carolina—State Bonds	366,000	6	Various.	'69-'78	52
" — " "	8,334,000	6	Jan. & July.	'81-'90	---
" — " "	650,000	6	April & Oct.	'90-'91	----
" — " " (new)	3,500,000	6	Jan. & July.	1900	50
Ohio—State Bonds (Union Loan)	280,366	6	Jan. & July.	1868	100
" — " "	2,183,532	6	" "	1870	100
" — " "	1,600,000	6	" "	1875	100
" — " "	4,095,309	6	" "	1881	100
" — " "	2,400,000	6	" "	1886	100
Oregon—State Bonds (Relief and Bounty) ...	218,674	7	Jan. & July.	1875	----
Pennsylvania—State Bonds ..... coupon	4,993,000	5	Various.	'77-'82	94
" — " " ..... registered	5,083,052	5	"	'68-'70	96½
" —Inclined Plane Bonds	400,000	6	April & Oct	1879	----
" —State Bonds, 1st series	92,850	5	Jan. & July.	1877	---
" — " " 2d series	99,480	5	" "	1882	----
" — " " 3d series	720,983	5	" "	1892	----
" — " " 1st series	4,907,150	6	" "	1877	103½
" — " " 2d series	7,909,520	6	" "	1882	105½
" — " " 3d series	9,270,017	6	" "	1892	106
" —Military Loan Bonds	3,000,000	6	Feb. & Aug.	1871	102½
Rhode Island—State War Bonds of 1861	468,500	6	April & Oct.	1871	----
" — " " " 1862	1,196,000	6	Mar. & Sept.	1882	95½
" — " " " 1863	269,000	6	April & Oct.	1883	98½
" — " " " 1863	776,000	6	Jan. & July.	1893	----
" — " " " 1864	917,000	6	Feb. & Aug.	1894	----
South Carolina—Free Loan Bonds	798,898	5	J. A. J. & O.	'68-'70	----
" —State Bonds (various)	3,275,000	6	Jan. & July	'71-'90	----
" — " " (new)	1,210,803	6	" "	1887	----
Tennessee—State Bonds	1,949,430	5	April & Oct.	1868	60
" — " "	239,167	5½	" "	Var.	----
" — " "	1,706,000	6	" "	1868	----
" —Railroad, &c., Loan Bonds	14,006,000	6	Jan. & July	30 yrs.	66
" — " endorsement	2,207,000	6	" "	Var.	--
" —New Bonds	6,000,000	6	" "	1882	62½
Vermont—State War Bonds	1,567,500	6	June & Dec.	'71-'78	100
Virginia—State Bonds (sterling)	1,865,000	5	Jan. & July.	long.	----
" — " " (sterling new)	466,250	5	" "	long.	----
" — " " ..... registered	108,000	5	" "	long.	----
" — " ..... "	21,869,398	6	" "	long.	89
" — " ..... coupon	10,900,000	6	" "	long.	----
" — (new) ..... registered	1,379,500	6	"	1876	45½
" — " (") ..... coupon	489,300	6	"	1886	36½
" — " " (")	39,600	6	"	1890	36½
Wisconsin—State Bond	405,100		Jan & July	'77-'89	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,525.335
1866	475,641	433 279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	465,102	383,296	400,550	461,879	483,757	477,528	------	------	------
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357 956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,080	271,247	3,695,153
1867	240,238	142,947	238,862	283,921	338,691	343,471	356,142	421,484	422,164	430,108	------	------	------
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	280,283	251,916	261,488	274,800	404,600	566,403	55 ,200	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281,334	296,169	473,186	551,122	435,945	407 688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716.378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,682	754,671	547,812	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,357	800,325	1,038,824	1,451,284	1,508,883	------	------	------
Chicago and Great Eastern:													
1863	33,829	33,804	38,485	40,641	37,588	38,058	30,208	50,198	51,485	61,787	51,386	60,895	528,364
1864	47,393	56,565	67,822	61,812	59,182	58,178	53,518	88,458	87,037	97,876	94.543	78,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,987	91,075	97,145	106,389	118,610	116,293	91,564	1,103,821
1866	90,415	79,430	110,079	107,072	120,460	118,603	86,037	107,052	104,547	132,725	136,897	123,785	1,317,102
1867	95,223	80,928	93,872	103,154	90,583	87,784	81,500	94,867	120,495	143,605	------	------	------
Des Moines Valley:													
1866	40,129	29,102	37,501	39,600	40,458	39,630	41,212	43,580	65,035	80,588	73,140	50,296	580,271
1867	49,694	36,098	56,859	59,196	61,447	53,999	53,683	69,018	------	------	------	------	------
Erie:													
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429,645
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866 ...including Buffalo Division	1,185,746	987,935	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867 ...including Buffalo Division	906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	------	------	------	------
Illinois Central:													
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	466,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	660,438	554,201	417,352	420,365	477,607	496,616	497,879	684,377	705,259	7.1,479	------	------	------
Marietta and Cincinnati:													
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90,972	93,078	93,546	96,908	95,453	1,038,165
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	------	------	------
Milwaukee and Prairie du Chien:													
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,595	226,840	110,664	1,985,712
1866	121,776	84,897	72,135	108,082	267,488	262,172	170,795	116,224	150,989	245,701	244,854	98,787	1,983,900
867	143,000	85,000	72,000	87,510	119,104	114,579	131,000	113,707	277,830	------	------	------	------
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,542
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	436,808	524,760	495,072	351,799	4,826 727
1866	312,846	277,234	412,715	413,970	418 024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	379,761	391,163	358,601	304,232	312,879	428,762	487,868	539,435	------	------	------
Michigan Central:													
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520.550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362.783	333,952	284,977	313,021	398,993	464,778	------	------	------	------
Milwaukee and St. Paul:													
1864	51,965	46,474	64,993	83,202	131,648	126,970	99,662	86,482	164,710	221,638	198,135	129,227	1,402,106
1865	98,181	86,528	95,905	106,269	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2,536,001
1866	131,707	123,404	123,957	121,533	245,622	244,376	208,785	188,815	276,416	466,359	328,539	129,287	2,538,800
1867	146,800	130,000	134,900	192,548	230,497	221,690	193,938	205,436	403,475	------	------	------	------
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	963,228	1,002,798	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	059,023	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957 869	613,381	955,859	1,346,734	1,255.521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,854	14,575,128
1866	1,086,360	895,887	1,135,745	1 190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	------	------	------	------
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,443	224,957	223,242	268,176	302,596	332,400	278,006	346,243	275,950	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,924	247,262	305,454	278,700	310,762	302,426	281,613	3,380,581
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,683	313,165	355,901	379,367	------	------	------
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,831
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,756	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,058	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,836	833,742	887,793	874,974	------	------
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,360	701,352	691,556	914,082	7,129,466
1865	690,144	678,504	857,583	733,866	637,186	646 995	584,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654,926	757,441	679,935	555,222	7,467,217
1867	560,115	522,823	678,349	575,287	578,292	506,586	534,733	602,069	685,068	------	------	------	------
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,788	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216,783	222,736	207,301	162,694	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,152	188,162	171,736	156,066	172,933	220,788	219,160	------	------	------	------
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	170,595	151,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	243,840	221,570	220,209	265,154	2,050.327
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,300	315,433	325,691	304,917	396,248	349,117	436,065	354,830	264,141	3,594,975
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	------	------	------	------
Western Union:													
1865	43,716	37,265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	27,820	689,383
1866	45,102	36,005	39,301	43,282	86,913	102,918	85,276	60,698	84,462	100,313	75,248	54,468	814,026
1867	39,078	27,667	36,392	40,710	57 852	60,558	58,262	73,525	126,495	------	------	------	------

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	2,114,000	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	
1st Mortgage, Buffalo Exten'n	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P.&Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	1,852,000	6	April & Oct.	Baltimore.	1885	97½
" " " 1850	628,500	6	Jan. & July.	"	1880	99
" " " 1855	1,024,750	6	Jan. & July.	"	1875	100
" " " 1834	915,280	6	Ja. Ap. Ju. Oc.		1867	98½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.		1890	95
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70-'99	90
2d Mortgage	453,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	84
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	81
3d Mortgage (do)	745,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95½
2d Mortgage Coupons	250,000	7	" "	New York.	1870	95½
Sinking Fund	336,000	6	" "	Boston.	1889	91½
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6	April & Oct.	"	1879	93
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	93
2d Mortgage coupon	880,000	7	May & Nov.	" "	1872	85
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	98½
Income (½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,429,000	7	April & Oct.	New York.	1870	
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7			'93-'80	
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	
American Loan	3,335	6	"	New York.	1864	
Loan for $500,000	210,600	6	"	"	1867	100
" " $800,000	338,040	6	"	"	1870	95½
" " $675,000	675,000	6	"	"	1875	87
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	86½
" " $2,500,000	867,000	6	May & Nov.	"	1889	86
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1889	93
Camden and Atlantic:						
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Cooper's Point	1872	90½
2d Mortgage	493,000	7	April & Oct.	"	1879	68½
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug	New York	1870	103
2d Mortgage	600,000	7	May & Nov.	" "	1875	100½
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	82
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	
2d Mortgage	800,000	7	March & Sept	Baltimore.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,565,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57-'60	
Central Pacific of California:						
1st Mortgage	7,336,000	6	Jan. & July.	New York.	1896	94½
Convertible bonds	1,500,000	7	" "	"	1883	100
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75-'80	92
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1883	111½
" " " inconvertible	3,123,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Fr'nkfort o. M.	1890	
Chicago and Aurora 1st Mort.	93,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	14,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	413,250	—	Jan. & July.	Fr'nkfort o. M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	98
1st Mortgage pref. S. F.	483,000	7	May & Nov	"	1877	100
Income Bonds	1,700,000	7	April & Oct.	"	1883	90½
Chicago and Milwaukee:						
1st General Mort	1,726,000	7	Jan. & July.	New York.	1898	88
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	65
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	102
Income bonds	47,000	8	May & Nov.	" "	var.	
1st Mort (C., R. I. & Pa.)	6,699,000	7	Jan. & July.	" "	1896	91½
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York	1885	94½
General 1st Mortgage	3,600,000	7	" "	" "	1885	84
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	90
Consolidated Sinking Fund	3,040,000	7	F. M A. & N	" "	1915	83
Equipment Bonds	165,000	7	Apr. & Oct.	" "	1874	94½
Equipment Bonds	2,200,000	10	May & Nov.	" "	'68-'71	98
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	88
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	200,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
2d Mortgage	1,250,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8		" "	1877	
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	93
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	96½
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	87
4th Mort. (M. L.) or 3d Extension	1,107,546	6	Jan. & July.	" "	1892	75
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	450,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	27,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	126,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	692,000	7	April & Oct.	" "	1886	96
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,021,000	7	Jan. & July.	" "	1885	102
Columbus and Indiana Central:						
1st mortgage	3,200,000	7	Jan. & July.	New York.		
2d mortgage	1,000,000	7	May & Nov.	" "		
Columbus and Xenia:						
Mortgage	248,000	6	March & Sep.	Columbus.	1890	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	96
Connecticut and Passump. Rivers:						
1st Mortgage	573,800	6	June & Dec.	Boston	1876	90
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	105½
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	93½
2d Mortgage	2,589,000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	97
1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	" "	1875	97½
2d Mortgage	1,668,000	7	March & Sept.	" "	1881	95
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	97
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mort. (S.F.) coupon 1st Div.	300,000	7	May & Nov.	New York.	1883	87
Construction bonds, 2d Div'n	660,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	96½
1st M. (State) $75,000 a yr after '64	425,000	5	Ja. Ap. Ju. Oc.	"	66-'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139,480					
Mortgage (ordinary)	780,490					
East Tennessee and Virginia:						
State of Tennessee Bonds	1,899,000	6				
Endorsed by State of Tennessee	185,000					
1st Mortgage (after State)	74,000					
2d Mortgage bonds	14,000					
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	93
Five per cent bonds	570,000	5	April & Oct.	"		61½
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7	May & Nov.	New York.	1869	
Mortgage Bonds	150,000	7	Feb. & Aug.	" "	1881	
Florida:—						82½
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. var," that the bonds fall due at different periods

Description.	Amount	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,919,000	7	Feb. & Aug.	New York.	1862	101
2d Mortgage (S. F.) Coupon	1,173,000	7	May & Nov.	" "	1875	98
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1863	101
" Eastern "	45,000	7	Feb & Aug.	" "	1888	102½
1st Mortgage whole line	2,500,000	7	" "	" "	1888	
2d Mortgage " "	2,500,000	7	May & Nov.	" "	1893	69⅞
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. &. July.	New York.	'73-'78	82½
Land Security	3,344,600	7	April & Oct	" "	1881	90
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	91
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	104
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	99½
Convertible	1,002,000	7	" "	" "	1867	100⅞
Illinois Central:						
Optional Right Bonds	28,000	7	Jan. & July.	New York.	1868	
Construction	6,668,500	7	April & Oct.	London.	1875	
Construction	2,523,000	6	" "	New York.	1875	118
Redemption bonds	2,563,000	6	" "	" "	1890	
Sterling Redemption bonds	358,500	7	" "	London.	1875	
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	
Indiana Central:						
2d Mortgage	364,000	10	Jan. & July.	New York.	1870	100
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1888	91
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	66½
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	100
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	300,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	94
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	63,000	6	Jan. & July.	Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island;						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	92
1st Mortgage	500,000	6	" "	" "	1870	
Ext.-bonds (Hunter's Point)	175,000	7	Feb. & Aug.	" "	1890	
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	98
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	120,000	6	" "	" "	'68-'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,656,000	7	Feb. & Aug.	New York.	'67-'77	
Lebanon Branch 1st Mortgage	1,000	7			1866	
Memphis Branch 1st Mortgage	281,000	7			'70-'75	
Bardstown and Louisville	30,000	7			1870	
City of Louisville bonds	1,137,000				'86-'87	
Louisville, Cin. and Lexington:						
1st Mort. ($3,000,000)	1,500,000	7	Jan. & July	New York.	1897	86
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Marietta and Cincinnati.						
1st Mortgage Bonds	2,368,335	7	Feb. & Aug.	New York.	1891	84½
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
2d Mortgage			May & Nov.	New York.		62
Scioto & Hocking Val. R. mort.	300,000	7	" "	" "	1888	
Memphis, Clarkesv. and Louisv.						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio						
State [Tenn.] Loan	1,340,000	6				
Memphis and Charleston						
State [Tenn.] Loan	$1,595,530	6	Jan. & July.	New York.	1892	
1st Mortgage	1,254,000	7	May & Nov.	"	1890	
2d Mortgage	237,000	7	Jan. & July.	New York.	1885	
Michigan Central:						
1st Mortgage sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,777,000	8	" "	N.Y.& Boston	1869	110
1st Mortgage (convert.) Dollar	293,000	8	April & Oct.	" "	1882	108
1st Mortgage (S. F.) convertible	4,231,500	8	" "	" "	1882	108
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Goshen Air Line	651,000	7	Feb. & Aug	" "	1868	99½
Detroit and Toledo	924,000	7	" "	" "	1876	88
1st General Mortgage (S. F.)	4,863,000	7	May & Nov.	" "	1885	97
2d General Mortgage	2,693,000	7	" "	" "	1877	95½
Milwaukee and St. Paul:						
1st Mortgage	4,593,000	7	Feb. & Aug.	New York.	1893	86½
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	75
Real Estate Purchase	135,500				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	96
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,007,363	7	May & Nov	New York.		
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
1st Land Grant	3,612,000	7		" "		
Mississippi and Tennessee:						
Tennessee State Loan	167,800	6	Jan. & July.	New York.	1885	
1st Mortgage	500,000	6	" "	" "	1876	
Income Bonds	297,500	10	" "	Memphis.	1870	
Mobile and Ohio:						
Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882	
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.		
" " " "		8	" "	Mobile		
Income Bonds of 1861	146,200	8	" "	N. Y. & Mob.	1861	
" " 1862-'67	625,700	8	" "	Mobile.	'62-'65	
" ten years	75,342	8	" "	"		
Mongomery and West Point:						
Mortgage (due 1863 and '65	30,500	6			'63-'65	
Mortgage	61,500	8			1866	
Bonds	100,000		Jan. & July.		1870	
Bonds	299,200		" "		1876	
Bonds	639,500		" "		1881	
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	99
2d Mortgage	1,500,000	7	Feb. & Aug.	" "		85
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Naugatuck:						
1st Mortgage conv	224,000	7	Jan. & July.	Bridgeport.	1876	
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	98
Extension	115,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	855,000	6	Semi-ann'ally.	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.						
1st Mortgage Coupon	2,741,000	8	Jan. & July.	New York.	1886	
2d Mortgage Bonds	241,000					
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	650,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort. Construction	1,730,600	8			1889	
New York Central:						
Premium [S. F.] Bonds	6,450,439	6	May & Nov.	New York.	1883	91
Db'ts of former Co.s outst'ding	100,000					
Funding [S. F.] Bonds	1,898,000	7	Feb. & Aug	" "	1876	
Exchanged St'ks [S. F.] B'ds	606,000	6	May & Nov.	" "	1883	101½
" " "]B.& N. F.	77,000	6	" "	" "	1883	
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	
Real Estate Bonds & Mortgages	139,815	7	var.	" "	var.	
" " " "	45,550	6	"	" "	1883	
Bonds of Aug. 1859, Convertible	460,000	7	Feb. & Aug	" "	1876	
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec.	" "	1887	118
New York and Erie:						94
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	103
3d Mortgage	6,000,000	7	" "	" "	1883	102
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	99½
5th Mortgage	926,500	7	June & Dec.	" "	1888	90
Buffalo Branch	186,400	7	Jan. & July.	"	1891	90
Sterling Bonds	3,875,520			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	
Consolidated	1,000,000	7	Feb. & Aug.	" "	1893	100½
3d Mortgage	930,300	7	Jan. & July.	" "	1867	100
New York and New Haven:						
Mortgage Bonds, Coupon	1,688,500	6	April & Oct.	New York.	1875	98½
N. York, Providence and Boston:						97
1st Mortgage	500,000		Feb. Aug.	New York.	'73-'78	

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	8	Mar. & Sept.		1867	----
North-Eastern (S. C.):						
1st Mortgage	700,000	7	March & Sep.	Charleston.	1869	----
2d Mortgage	145,000	7	" "	"	1868	----
Pref. Stock (sec'd 2d mort. b'ds)	155,000	8	May & Nov.	"	1873	----
Northern Central:						
Md. State Loan (irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.	------	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	95
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	85
North. Cen., 3d Mort. ($2,500,000)	724,500	6	April & Oct	"	1900	78½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	86½
Chattel Mortgage	360,000	10	" "		1887	114¾
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	94
Norwich and Worcester:						
Mass. State Loan	195,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	96,000	7	Feb & Aug.	"	'63-'70	----
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	88¾
1st Mortgage—Western "	850,000	7	" "	" "	1872	----
2d Mortgage—Western "	750,000	7	"	" "	1874	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	----
2d Extension	570,500	8	May & Nov.	" "	1873	58
Ogdensburg & Lake Champlain:						
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1869	99
Oswego and Syracuse:						
1st Mortgage	386,000	6	Jan. & July.	Oswego.	'70-'80	----
Pacific (Mo.):						
Construction Main Line	1,500,000	7	" "	New York.	'68-'70	96½
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	----
1st Mortgage Sterling	346,000	7	April & Oct	"	1875	----
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Peninsula:						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	79½
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	99
2d Mortgage	2,621,000	6	April & Oct.	"	1875	93½
2d Mortgage Sterling	2,283,840	6	"	London.	1875	----
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	----
Petersb'g and Lynchb'g (S. Side):						
1st Mortgage ('70-'75)	300,000	6	Jan. & July.	Petersburg.	'70-'75	----
3d Mortgage (1862-'70-'72)	314,900	6	" "	"	'62-'72	----
Special Mortgage (1865-'68)	175,000	6	" "	"	'65-'68	----
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63-'69	----
Phila., Germant'n and Norrist'n:						
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1885	----
Philadelphia and Erie:						
1st Mortgage (Sunb. and Erie)	1,000,000	7	April & Oct.	Philadelphia.	1877	----
1st Mortgage (general)	5,000,000	6	" "	"	1881	90½
2d Mortgage	3,000,000	7	" "	"	1885	----
3d Mortgage	4,000,000	6	" "	"	1901	----
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	182,400	5	Jan. & July.	Philadelphia.	1880	----
" 1849, "	2,695,600	6	April & Oct.	"	1870	94½
" 1861, "	106,000	6	Jan. & July.	"	1871	91
" 1843, "	1,525,800	6	" "	"	1880	91½
" 1844, "	804,000	6	" "	"	1880	90½
" 1848, "	101,000	6	" "	"	1880	92
1849, "	67,000	6	" "	"	1880	96½
1857, (convertible)	415,500	6	" "	"	1886	97
1856, "	60,000	7	" "	"	1886	----
Phila., Wilmington and Baltimore:						
Mortgage Loan	450,000	6	Jan. & July.	Philadelphia.	1884	95
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	105
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	95½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	85
Bridge Bonds	158,500	7	May & Nov.	Philadelphia.	1876	----
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage guaranteed	521,500	7	June & Dec.	New York.	64-'74	----
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York	1890	----
Raleigh and Gaston:						
Coupon	100,000	---	------	------	1862	----
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1883	----
2d Mortgage	250,000	7	" "	" "	1888	----
Equipment Bonds	208,000	7	" "	" "	1876	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	------	------	1860	----
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond.	'75-'76	----
Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1875	----
Mortgage (Registered)	504,000	7	"	"	1873	----
Richmond and Petersburg:						
Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	----
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	----
Rome, Watertown and Ogdensb.:						
1st Mortgage (S. F.)	530,000	7	June & Dec.	New York.	1891	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	144
2d Mortgage	937,500	7	" "	"	1863	35
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	118
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.	------	1900	75
3d Mortgage	148,000	7	------	------	1875	----
Six per cents	73,972	6	------	------	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	----
Seaboard and Roanoke:						
1st Mortgage	210,000	7	------	------	1880	----
3d Mortgage	71,000	7	------	------	1870	----
Registered Convertible	128,893	7	------	------	1873	----
South Carolina:						
State Loan	187,000	6	------	------	1868	----
Domestic Bonds	284,500	6	Jan. & July.	------	'73-'74	----
Domestic Bonds,	643,500	7	April & Oct.	------	'69-'91	----
Sterl. Skg f'd b'ds after Jan. 1, '70	2,012,994	5	Jan. & July	London.	1886	----
Do. do. do.	273,167	5	Jan. & July.	Charleston.	1886	----
Southern Mississippi:						
1st Mortgage	500,000	---	------	------	------	----
South-Western (Ga.):						
1st Mortgage	437,000	---	------	Macon.	'75-'85	----
Steuben'v and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	96
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	94
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	83
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	78
St. L., Jacksonv. and Chicago:						
1st Mortgage	1,372,000	7	April & Oct.	New York.	1894	----
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	------	1892	----
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.	------	1892	----
1st Land Grant Mortgage	1,200,000	7	June & Dec.	------	1892	----
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	82
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	88
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	77
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund B'ds (T. W. & W.)	1,000,000	7	April & Oct.	" "	1871	86½
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	70
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	110¾
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	34
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	92½
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	----
Mortgage (coupons)	206,500	5	" "	Richm'd &	1872	----
Mortgage, (coupons)	983,000	6	" "	New York.	1884	----
State Loan 1859-'60	210,000	6	------	Richmond	------	----
Coupon bonds of 1865	33,000	8	------	"	1876	----
Funding Interest bonds	83,125	8	------	"	'70-'77	----
Dividend bonds	122,613	6	------	"	'55-'75	----
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1872	----
2d Mortgage	23,500	6	" "	" "	1878	----
3d or Income Mortgage	314,500	6	" "	" "	1865	55
Enlarged Mortgage	998,800	6	" "	" "	1884	----
Warren (N. J.):						
1st Mortgage	660,000	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	84
Watertown and Rome:						
Mortgage (new bonds)	709,500	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	936,500	6	" "	Boston.	1875	97
West Jersey:						
1st Mortgage	238,000	6	March & Sep.	Camden,	1883	87½
2d Mortgage	772,000	7	------	Philadelphia.	1896	----
Western Maryland:						
1st Mortgage	596,000	6	Jan. & July.	Baltimore.	1890	75
1st Mortgage guaranteed	200,000	6	" "	"	1890	90
Western Pacific:						
1st Mortgage	------	6	June & Dec.	N.Y. & Lond.	1895	----
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	----
2d Mortgage	200,000	7	May & Nov.	" "	1873	----
Income Bonds	160,000	7	March & Sept.	------	1864	----
Wilmington and Weldon:						
Sterling Bonds	576 887	6	------	London.	1881	----
"	197 777	7	------		886	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	---	---	-----	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	--------	101,102	37,866	—	----
28 Feb. '59	30 3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	--------	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	--------	207,626	111,232	—	----
30 Jun. '59	57.0	—	----	171.3	---	---	-----	*Mobile and Girard*	1,500,000	*	—	--------	--------	--------	--------	57.0	236,791	76,773	21,006	—	----
31 Dec. '65	469.3	13.5	----	49.4	21	20	263	*Mobile and Ohio*	9,258,002	2,189,562	—	3,615,400	7,561,831	1,591,391	17,922,359	482.5	8 mos.	1,324,847	642,499	—	----
28 Feb. '67	88.5	28.4	----	—	21	12	123	Montgomery and West Point	2,439,420	308,967	315,199	1,644,104	1,130,700	288,781	3,063,586	116.9	170,707	449,007	189,402	—	----
								ARKANSAS.													
3 Nov. '53	38.5	—	----	107.5	---	---	-----	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—				—	----
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	---	---	-----	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	--------	230,251	104,594	----	----
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	—	--------	23.8	53,355	103,333	26,249	3	----
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	--------	--------	122.4	319,433	644,725	166,185	—	----
31 Aug. '67	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,288,932	254,000	1,403,095	3,000,000	927,000	104,183	4,946,027	75.2	546,113	1,685,334	592,283	12	174
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	292,500	150,848	2,787,594	124.0	192,989	478,095	65,463	—	—
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,065	--------	62.0	159,074	419,469	135,922	10	----
28 Feb '66	50 0	—	2.6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	--------	--------	62.0	--------	67,143	loss.	—	----
30 Nov. '66	85.0	8.8	—	—	4	3	22	New Haven and Northampton	2,379,606	*	2,379,606	1,224,100	650,000	—	1,874,100	30.0	60,067	79,856	loss	—	----
30 Nov. '66	100.0	—	—	—	14	16	150	New London Northern	658,805	*	—	895,000	353,283	122,500	1,370,783	100.0	228,845	332,570	58,064	8	85
31 Mar. '67	61.3	1.0	63.8	—	35	68	410	New York and New Haven	4,677,811	1,021,673	908,906	6,000,000	1,079,500	258,046	8,272,133	117.4	787,826	2,068,260	704,016	10	122
30 Nov. '66	59.4	7.0	9.2	—	19	19	456	Norwich and Worcester	2,463,983	149,711	666,663	2,363,600	555,000	6,112	3,380,357	66.4	366,149	750,678	250,528	10	92
								DELAWARE.													
31 Oct. '60	34.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	34.3	136,631	133,970	41,466	—	----
31 Oct. '62	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	--------	27,283	10,290	9	----
								FLORIDA.													
-- -- '62	154.2	—	----	150	---	---	-----	*Florida*	--------	--------	—	--------	--------	--------	--------	----	--------	--------	--------	—	----
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	--------	7,857	3,535	—	----
-- -- '62	59.9	—	5.0	—	---	---	-----	*Flo., Atlantic and Gulf Central*	--------	--------	—	--------	--------	--------	--------	----	--------	--------	--------	—	----
-- -- '62	100.0	3.9	10.0	153 5	---	---	-----	*Pensacola and Georgia*	--------	--------	—	--------	--------	--------	--------	29.4	--------	--------	--------	—	----
								GEORGIA.													
30 Jun. '67	86.7	—	---	—	18	6	88	Atlanta and West Point	1,200,079	*	145,554	1,232,200	35,500	56,575	1,346,632	86.7	--------	391,477	68,880	3½	----
-- -- '62	92.6	—	8.7	70.9	---	---	-----	Atlantic and Gulf—M. Trunk	--------	--------	—	--------	--------	--------	--------	30.0	--------	--------	--------	—	----
31 Dec. '60	53.0	—	----	—	---	---	-----	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	--------	53.0	--------	168,988	95,612	—	----
30 Apr. '60	43.5	—	----	23.7	---	---	-----	Brunswick and Florida	755,000	*	—	151,387	--------	--------	--------	31.0	--------	--------	--------	—	----
30 Nov. '66	191.0	—	----	—	49	31	501	Central of Georgia (and Bank)	4,472,000	*	1,849,923	4,666,800	786,000	183 940	6,685,956	229.0	--------	1,734,749	359,214	—	----
31 Mar. '67	171.0	71.0	----	—	46	25	07	Georgia (and Bank)	4,156,000	*	1,999,361	4,156,000	386,000	241,932	7,175,281	232.0	--------	1,136,142	216,356	6½	----
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	----
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	--------	202,714	110,516	8	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	--------	--------	--------	—	----
31 July '67	106.1	100.8	16.2	—	19	20	257	South Western	3,388,131	414,195	53,395	3,202,900	437,000	146,067	3,855,721	228.8	306,335	1,006,953	332,551	9	----
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.		138.0	--------	832,343	454,541	—	----
								ILLINOIS.													
31 Dec. '66	280.0	—	----	—	67	32	1,098	Chicago and Alton	10,118,522	*	2,172,382	6,311,900	3,983,000	498,049	12,290,904	280.0	1,934,115	3,695,153	1,484,616	8½	120½
30 Apr. '67	317.0	83.0	47.0	—	119	55	2,438	Chic., Burlington and Quincy	13,246 711	2,956,327	2,753,986	10,399,010	5,458,250	365,542	18,957,024	400.0	2,421,566	6,146,862	2,793,463	20	134
31 May, '67	491.0	661.4	30.0	—	248	133	5,556	Chicago and Northwestern	41,871,570	*	3,992,752	28,021,621	16,251,000	1,123,476	45,864,322	1,152	--------	10,161,735	2,226,967	—	47
31 Mar. '67	181.8	181.5	----	42.7	92	46	1,800	Chicago, Rock Isl. and Pacific	15,318,822	*	3,192,940	9,100,000	8,146,524	635,486	18,506,763	409.3	1,621,307	3,674,034	1,413,999	10	94¾
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	--------	4,214,342	180.0	--------	742,097	377,476	—	----
31 Dec. '66	454.8	252.5	----	—	150	83	3,546	*Illinois Central*	20,954,453	*	10,523,828	23,415,780	12,144,000	—	41,478,280	708.3	3,603,862	6,546,741	2,175,447	10	125
31 Dec. '66	111.0	—	----	112	17	7	309	Toledo, Peoria & Warsaw	5,217,634	*	52,349	3,335,939	1,600 000	121,558	5,269,683	111.0	288,524	561,663	171,967	—	—
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	--------	—	4,000,000	6,700,000	—	10,700,000	209.0	--------	2,240,744	488,558	—	50
								INDIANA.													
— — —	224.0	—	----	—	41	23	765	Chicago and Great Eastern	--------	--------	--------	4,390,000	5,600,000	--------	--------	224.0	--------	--------	--------	—	20
31 Aug. '65	132 0	—	----	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	----
31 Dec. '62	72.4	—	----	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	--------	442,893	158,541	—	----
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	--------	448,858	230,834	9	70½
31 Dec. '64	84.0	—	----	—	15	---	-----	Ind., Pittsburg and Cleveland	2,735,556	*	240,322	1,372,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132.0	--------	315,172	117,941	6	100
-- -- '58	288.0	—	----	—	---	---	-----	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	--------	645,827	371,40	—	36½
30 Nov. '66	73.0	—	----	—	26	23	562	Terre Haute and Indianapolis	1,988,150	*	991,131	1,988,150	5,000	162,285	2,979,281	73.0	448,884	1,049,720	297,126	12	159½
								IOWA.													
30 Apr. '66	75.5	—	----	176.5	11	8	275	*Burlington and Missouri River*	3,215,917	*	235,796	1,541,804	1,902,110	7,717	3,451,713	75.5	125,325	466,745	181,417	—	----
31 Dec. '66	142.5	—	----	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,160	3,662,123	960,000	653,956	5,429,203	156 5	319,880	805,271	237,861	—	----
1 Jun. '58	38.5	—	----	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	--------	--------	38.5	11 mo's.	458,821	21,356	—	----
30 Jun. '65	135.0	95.0	----	312.0	---	---	-----	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	--------	--------	--------	—	----
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	---	---	-----	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	--------	426,408	227,534	—	----
30 Jun. '67	29.0	—	3.4	—	14	13	225	Lexington and Frankfort	601,965	52,300	36,711	514,646	63,000	1,790	690,976	29.0	248,321	510,319	153,217	7	----
30 Jun. '67	65.1	—	5.4	—				Louisville and Frankfort	1,405,910	126,735	54,278	1,109,594	294,519	7,430	1,586,923	65.1				6	----
30 Jun. '66	185.0	149.0	26.9	47.5	65	42	679	Louisville and Nashville	10,062,764	*	2,691,582	5,490,106	3,125,491	453,051	12,754,346	334 0	959,947	3,143,189	1,592,055	8	----
								LOUISIANA.													
31 Dec. '66	80.0	—	----	178.0	10	17	126	*N. O. Opelousas and Gr. West'n*	4,254,217	551,218	1,315,464	4,093,425	1,730,600	2,504,768	8,628,793	80.0	105,960	414,741	200,220	—	----
30 Nov. '66	206.0	—	----	205.0	21	23	275	*N. O. Jackson and Gr. Northern*	6,184,172	1,386,874	—	4,697,457	3,551,000	281,157	12,039,633	206.0	--------	1,533,042	386,268	—	----
31 Aug '60	53.7	—	----	135.3	--	--	—	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,969	108,434	1,710,819	53.7	--------	--------	--------	—	----
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada						—	----
30 Jun. '62	188.0	—	----	—	---	---	-----	*Detroit and Milwaukee*	8,270,623	647,596	—	$2,950,000	4,250,000	--------	9,008,369	188.6	--------	340,898	--------	—	----
31 May '67	284.8	—	28.4	—	97	83	1,726	Michigan Central	14,930,814	*	1,086,729	8,070,663	7,268,989	234,438	16,017,548	329.3	1,902,098	4,325,490	1,498,715	10	108½
31 Mar. '67	246.0	277.8	-----	—	101	74	1,434	Mich. S'th'n & N'th'n Indiana	16,625,531	2,669,517	1,745,795	10,601,200	9,135,840	736,951	20,473,991	523.8	2,386,193	4,673,193	1,609,387	—	78½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	--------	1,550,000	--------	--------	----	--------	--------	--------	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	--------	—	—	--------	575,000	--------	--------	----	--------	--------	--------	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	--------	—	—	--------	600,000	--------	--------	----	--------	--------	--------	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	--------	—	—	--------	500,000	--------	--------	----	--------	--------	--------	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	-----	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	--------	584,342	328,092	—	----
31 Oct. '59	71.4	—	----	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	--------	176,462	116,433	—	----
31 Dec. '58	83.2	—	-----	60.4	---	---	-----	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	--------	--------	83.2	--------	250,047	121,559	—	----
								MISSOURI.													
31 Aug. '63	06.8	—	13.2	—	31	24	528	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,600	--------	--------	206.8	579,324	1,047,567	420,026	—	50
28 Feb. '66	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,583	815,063	266,715	2,469,540	4,400,000	106,235	8,026,361	182.0	--------	1,020,089	267,304	—	—
31 Dec. '62	152.0	—	3.6	-----	---	---	-----	*Platte County*	1,200,000	*	—	500,000	700,000	--------	--------	52.0	--------	--------	--------	—	—
28 Feb. '67	283.0	—	14.4	—	47	41	694	*Pacific*	14,116,685	2,049,674	432,089	3,609,115	9,200,000	1,355,135	16,598,445	309.0	1,199,6[illegible]	2,6[illegible]5,875	719,230	—	—
Feb. '67	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119,738	1,306,000	1,280,000	2,000,000	—	5,000,000	127.0	--------	--------	--------	—	—
28 Feb. '64	86.5	3.6	8 2	-----	16	13	219	*St. Louis and Iron Mountain*	5,487,063	360,029	—	1,971,222	3,501,000	40 558	6,352,109	90.1	138,189	399,291	329	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "n Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,985,870	7,952,330	149.0	878,873	1,116,113	177,873	—	45
31 Dec. '66	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	309,481	612,118	177,423	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	120,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '67	51.3	—	.....	—	14	4	157	Portland, Saco and Portsmouth	1,360,184	*	498,485	1,500,000	—	—	1,858,669	51.3	227,394	529,325	250,825	6	100
								MARYLAND.													
30 Sep. '64	279.6	7.2	.....	—	221	100	3,000	Baltimore and Ohio	21,371,451	3,621,755	14,639,906	16,151,962	9,420,530	1,022,969	39,683,113	286.8	3,493,376	8,577,692	5,307,183	10	116
30 Sep. '64	30.0	—	.....	—	—	—	—	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,217,477	39.0	.....	864,481	258,462	10	127
31 Dec. '67	138.0	4.0	25.0	—	92	54	3,723	Northern Central	9,522,789	1,382,962	1,739,030	4,518,900	5,424,500	1,913,611	12,644,781	326.0	1,738,704	4,042,125	1,167,973	8	43
								MASSACHUSETTS.													
30 Nov. '66	—	—	—	—	18	16	60	Boston, Hartford & Erie	12,510,917	412,696	—	11,877,000	8,201,350	47,980	20,126,330	94.9	113,400	84,579	—	—	15
30 Nov. '66	26.8	1.8	16.8	—	26	41	554	Boston and Lowell	2,465,434	183,345	521,732	1,830,000	640,000	75,297	3,170,511	70.9	480,176	999,992	176,288	8	125
30 Nov. '66	74.3	8.8	50.4	—	38	80	744	Boston and Maine	3,982,547	446,557	581,266	4,076,974	—	—	5,010,730	164.3	775,454	1,575,826	498,499	10	136½
30 Nov. '66	47.0	7.0	46.0	—	30	53	290	Boston and Providence	3,152,600	207,400	557,051	3 360,000	15,000	—	3,917,051	61.8	441,186	1,190,784	384,644	10	142
30 Nov. '66	44.6	24.0	62.6	—	36	68	386	Boston and Worcester	4,062,584	437,416	1,259,810	4,500,000	—	401,519	5,759,810	83.6	729,470	1,914,729	490,201	10	150
30 Nov. '66	46.0	1.1	2.7	—	7	17	58	Cape Cod Branch (par 60)	907,760	123,865	61,983	721,926	—	11,050	1,093,608	47.1	86,510	202,097	68,027	8½	60½
30 Nov. '66	50.0	3.4	11.9	—	14	25	205	Connecticut River	1,747,155	189,816	300,144	1,650,000	250,000	594	2,237,115	53.4	255,853	617,143	177,322	8	115
30 Nov. '66	44.1	50.4	33.1	—	38	82	579	Eastern	4,452,999	506,090	467,611	3,578,300	1,848,400	271,200	5,426,700	94.5	805,800	1,422,167	477,714	8	111
30 Nov. '66	51.0	42.5	76.1	—	29	38	472	Fitchburg	3,199,851	350,149	456,729	3,540,000	—	—	4,006,729	23.5	477,106	1,107,444	347,247	7	123½
30 Nov. '66	14.0	—	2.8	—	3	4	40	Fitchburg and Worcester	234,774	40,226	—	247,800	2,000	20,492	275,012	14.0	37,740	82,974	16,960	6	----
30 Nov. '66	12.4	—	2.3	—	2	4	20	Lowell and Lawrence	332,883	30,275	7,027	200,000	75,000	3,558	370,185	(Op	er. by B	oston &	Lowell)	6	----
30 Nov. '66	14.5	—	17.4	—	11	18	249	Nashua and Lowell	558,919	95,684	114,623	600,000	—	25,500	773,226	41.5	215,731	441,304	90,995	8	122½
30 Nov. '66	20.1	1.2	1.2	—	4	19	70	New Bedford and Taunton	453,582	46,018	184,000	500,000	184,000	—	684,000	36.7	72,492	259,107	71,332	9	101½
30 Nov. '66	130.5	10.5	30.5	—	33	74	651	Old Colony and Newport	6,666,571	334,503	—	4,848,300	2,141,000	358,000	7,347,300	141.0	669,552	1,332,307	509,790	7	91½
30 Nov. '66	18.6	—	7.0	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	50,880	114,107	31,164	6	80½
30 Nov. '66	43.4	1.0	17.5	—	17	20	573	Providence and Worcester	1,453,596	302,798	121,286	1,750,000	—	127,680	1,877,680	44.4	293,180	701,147	149,899	8	124½
30 Nov. '66	16.9	—	1.7	—	3	4	197	Salem and Lowell	380,284	83,729	7,158	243,305	226,900	660	471,171	(Op	er. by B.	& L. Co.)		1	110½
30 Nov. '66	11.1	0.6	1.2	—	3	12	76	Taunton Branch	210,273	39,727	35,695	250,000	—	—	285,695	11.7	50,279	243,676	62,826	8	110½
30 Nov. '66	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered	to the C	ommon	wealth.)	—	----
30 Nov. '66	69.3	8.0	5.5	—	11	16	180	Vermont and Massachusetts	2,259,086	207,343	117,892	2,860,000	551,650	—	3,584,321	77.3	158,121	435,965	140,643	3½	56½
30 Nov. '66	156.1	17.3	144.4	—	88	72	1,380	Western (incl. Alb. & W.S. etc.)	10,087,212	880,115	5,223,176	6,710,800	5,945,020	—	17,190,503	156.1	1,660,062	3,982,017	1,406,791	10	146
30 Nov. '66	45.7	—	10.6	—	11	14	226	Worcester & Nashua (par 83⅓)	1,025,000	116,000	124,385	1,141,000	—	13,196	1,265,385	45.7	250,869	474,362	178,965	10⅔	115
								NEW HAMPSHIRE.													
31 Mar. '67	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	431,345	1,800,000	1,050,000	30,974	3,281 345	93.5	.....	467,714	147,122	—	80
30 Nov. '66	53.6	—	8.0	—	27	15	271	Cheshire	2,688.907	*	247,281	2,085,925	675,200	—	2,936,189	76.6	422,417	661,617	109,387	2½	—
31 Mar. '66	34.5	—	.....	—	21	22	494	Concord (par $50)	1,000,000	*	171,715	1,500,000	—	—	1,671,775	121.4	527,354	867,957	151,863	8	68
31 Mar. '66	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	52,327	1,000,000	—	—	1,052,327				101,242	8	120
31 Mar. '66	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	.....	.....	—	----
31 Mar. '67	69.2	13.0	12.5	—	24	15	492	Northern New Hampshire	3,068,400	*	605,862	3,068,400	145,400	140,453	3,674,262	82.2	352,540	681,301	242,997	8	112
								NEW JERSEY.													
31 Dec. '66	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,456,709	*	—	996,647	2,245,000	346,140	3,587,787	77.5	.....	556,742	128,939	—	----
31 Dec. '66	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	10,099,601	*	4,381,251	7,987,412	10,073,137	—	18,060,549	124 2	.....	5,607,052	1,444,705	15	124
31 Dec. '66	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,931,434	*	—	1,061,993	1,034,776	107,432	2,244,201	60.2	.....	393,975	129,869	—	84
31 Dec. '66	74.0	12.0	74.0	—	65	52	1,071	Central of New Jersey	7,708,080	1,964,600	5,250,728	13,000,000	1,500,000	250,400	15,711,102	102.0	1,234,815	3,581,244	1,617,268	10	120
31 Dec. '66	53.0	—	—	45.5	24	43	274	Morris and Essex	6,973,931	2,181 111	208,699	3,500,000	5,516,950	124,822	9,625,429	53.0	.....	1,020,078	304,869	7	70
31 Dec. '66	33.8	—	.....	—	35	93	180	New Jersey	3,890,328	827,565	1,580,141	5,000,000	855,000	—	6,512,449	33.8	638,632	1,770,862	789,015	10	140½
31 Dec. '66	21.3	—	.....	—	2	6	17	Northern New Jersey	487,803	*	.....	158,800	280,000	74,740	487,803	24.0	106,871	222,769	22,951	—	----
31 Dec. '66	65.0	16.0	.....	—	—	—	—	Raritan and Delaware Bay	4,098,592	*	—	2,530,700	1,562,800	920,447	4,983,947	81.0	—	335,651	oss.	—	65
31 Dec. '66	18 2	—	—	—	—	—	—	Warren	2,000,000	—	59,050	1,547,650	511,400	—	2,059,050	18.2	.....	451,297	154,045	7	91
31 Dec. '66	38.5	—	.....	47.	—	—	—	West Jersey	1,219,804	*	454,219	731,050	1,010,500	—	1,741,550	51.0	—	263,420	69,712	29	----
								NEW YORK.													
30 Sep. '66	93.5	—	7.4	41.5	13	12	216	Albany & Susquehanna	4,285,593	343,098	—	1,675,138	2,114,000	19 643	4,628,691	93.5	191,672	385,199	180,002	—	----
30 Sep. '66	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	*	—	950,000	2,380,000	Leased	to Erie	Ra	ilway	Co.	233,100	13½	108½
30 Sep. '66	88.3	—	20 0	—	38	23	736	Buffalo and State Line	2,277,838	508,576	—	2,200,000	1,018,000	—	3,218,000	83.0	1,393,666	2,483,751	812,156	10	195
31 Dec. '66	460.0	97.0	3 3.0	—	371	180	5,825	Erie	49,122,686	*	5,165,188	25,101,121	22,429,927	5,085,864	54,287,874	784.0	7,109,139	14,596,413	2,238,704	4	71½
30 Sep. '66	144.0	—	128.3	—	83	161	827	Hudson River	13,374,854	2,168,971	—	6,962,971	7,227,460	1,167	15,543,825	150.0	1,720,519	4,845,526	1,795,099	9	125
30 Sep. '66	107.0	13.0	—	—	21	40	161	Long Island	2,593,162	401,312	—	1,852,715	932,000	—	2,994,474	120.0	366,439	590,225	352,650	6	61½
30 Sep. '66	297.8	258.1	432.8	—	276	292	5,309	New York Central	27,612,534	6,521,377	9,985,992	26,530,000	12,366,804	815,170	44,119,904	692.2	6,607,261	14,596,786	3,201,112	6	111½
30 Sep. '66	130.8	2.1	45.5	—	42	132	645	New York and Harlem	9,946,064	1,492,431	—	6,785,050	6,152,365	—	12,937,415	164.0	1,820,129	2,783,700	534,804	8	113½
30 Sep. '66	118.0	4.0	18.0	—	26	16	378	Ogdensburg & L. Champlain	3,875,893	942,441	—	3,077,000	1,494,900	—	8,818,334	122.0	451,196	851,783	284,606	—	60
30 Sept. '66	18.0	—	0.5	10.3	.....	—	—	Oswego and Rome	585,880	—	—	206,800	222,000	157,080	585,880	—	—	—	—	—	----
30 Sep. '66	36.3	—	2.7	—	6	10	69	Oswego and Syracuse	921,827	135,910	—	482,400	386,000	19,875	1,057,737	36.3	90,260	252,175	89,372	8	----
30 Sep. '66	25.2	—	5.5	—	29	50	559	Rensselaer and Saratoga	793,472	339,200	—	800,000	498,750	—	1,132,672	175.0	509,163	1,301,923	207,413	7	----
30 Sept. '66	18.5	—	1.25	—	.....	.....	—	Rochester & Genesee Valley	656,026	—	—	557,560	109,000	—	666,560	Incl	uded in	Erie.	53,959	—	----
30 Sep. '66	141.1	48.5	20.7	—	36	27	423	Rome, Watert'n & Ogdensb'g	3,439,989	563,315	—	2,385,500	1,575,794	55,988	4,003,304	189.6	555,492	1,066,366	364,668	10	95
30 Sept. '66	37.9	—	5.82	—	.....	—	—	Saratoga and Hudson River	—	—	—	—	—	—	—	incl	uded in	Central.	—	—	----
30 Sept. '66	21.0	—	1.6	—	.....	.....	—	Saratoga and Schenectady	480,684	—	—	300,000	40,000	—	480,684	Incl	uded in	Rens. &	Sara.	7	----
30 Sep. '66	40.9	6.7	3.9	—	.....	.....	—	Saratoga and Whitehall	930,207	—	—	500,000	400,000	—	930,207		"	"	"	7	----
30 Sep. '66	13.0	—	0.3	—	3	6	6	Staten Island	307,004	45,576	600,000	660,000	200,000	95,000	955,000	13.0	48,168	283,524	118,403	10	----
30 Sep. '66	81.0	—	8.1	—	12	10	124	Syracuse, Binghamton & N.Y.	2,957,620	—	—	1,200,000	1,635,470	53,132	2,957,620	81.0	299,025	510,917	174,456	—	----
30 Sep. '66	34.9	—	9.2	—	13	13	224	Troy and Boston	1,842,759	330,799	—	607,111	1,497,000	375,886	2,479,997	112.0	408,408	641,486	211,173	—	----
30 Sept. '66	34.9	—	2.6	51.3	5	7	56	Utica and Black River	871,348	65,234	—	811,000	—	—	936,581	34.9	53,548	141'888	78,832	7½	----
30 Sept. '66	10.3	—	—	—	.....	.....	.....	Warwick Valley	172,577	—	—	98,650	85,000	—	183,650	10.3	19,820	49,391	21,757	8	----
								NORTH CAROLINA.													
31 May, '66	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,563	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	----
31 May, '67	223.0	—	.....	—	25	15	223	North Carolina	4,950,755	*	399,679	4,000,000	339,000	354,832	5,290,435	223.0	371,012	598,199	loss.	—	----
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	----
30 Sep. '66	161.5	15.0	.....	—	17	10	127	Wilmington and Manchester	3,280,173	*	493 366	1,147,018	1,201,000	671,984	3,773,539	171.9	.....	432,059	152,543	—	----
30 Sep. '66	161.9	—	.....	—	25	14	181	Wilmington and Weldon	3,058,895	*	501,333	1,463,775	674,664	823,468	3,560,528	171.0	.....	611,599	255,351	—	----
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	----
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	----
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	37½
31 Mar. '67	60.3	—	.....	—	34	30	485	Cinc., Hamilton and Dayton	3,930,423	991,195	1,275,919	3,260,800	1,759,000	773,160	6,197,537	202.0	.....	1,301,537	343,700	10	75
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	----
31 Dec. '66	135.4	55.8	.....	—	44	24	747	Cleveland, Columbus and Cinc.	4,070,000	790,000	1,911,246	6,000,000	450,000	239,888	6,771,246	191.2	1,055,592	1,933 700	521,906	8	98½
31 Oct. '66	95.5	—	33.5	1.0	37	32	1,017	Clev., Painesville & Ashtabula	3,882,070	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	583,062	2,568,834	952,041	10	150½
30 Nov. '66	101 0	102.5	.....	—	68	36	1,268	Cleveland and Pittsburg	9,066,895	*	499,367	5,403,953	3,872,861	169,197	9,566,262	203.5	1,440,681	2,351,906	654,726	5	81½
31 May '67	109.2	79.4	.....	—	40	39	880	Cleveland and Toledo	6,901,816	974,601	797,346	5,000,000	2,872,185	133,692	8,673,764	188.6	1,223,523	2,492,216	1,107,377	14	102
30 Nov. '66	54.5	16.5	12.5	—	.....	.....	—	Columbus and Xenia	1,425,363	—	691,451	1,786,200	252,200	70,248	2,126,814	ope	r. with	Little	Miami.	9	----
31 Mar. '67	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,651,304	494 543	64,292	2,388,064	3,685,600	344,005	6,417,669	142.0	—	853,363	209,512	—	----
30 Nov. '66	83.5	—	43.6	—	45	40	684	Little Miami	3,710,305	—	1,515,128	3,572,400	1,400,000	35,790	5,225,433	153.2	1,160,900	1,936,038	469,205	9	105
31 Dec. '66	173.8	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,779	*	1,578,999	12,667,658	3,688,385	315,434	17,429,777	250.8	739,960	1,224,058	445,302	—	----
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	--
30 Jun. '66	153.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,988,354	595 400	391,992	3,382,163	1,218,972	109,313	4,972,746	205.9	346,671	694,520	134,081	—	23½
31 Dec. '66	116.0	9.0	.....	—	10	9	220	Sandusky, Mansfield & New'k	2,863,435	*	106,623	900,236	2,041,600	28,223	2,970,059	125.0	240,785	420,453	126,800	—	----
* ..... '66	412.0	45.2	—	—	192	47	1,692	Toledo Wabash & Western	19,850,000	*	2,268,900	6,700,000	14,345,000	795,201	22,113,900	250.6	—	3,717,386	906,200	—	38

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n[o] Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad: Main Line.	Railroad: Lateral and Branch Lines	Railroad: 2nd Track and Sidings.	Road in progress or projected.	Equipment: Engines.	Equipment: Cars: Passenger.	Equipment: Cars: Freight, etc.	Companies.	Property and Assets: Railroad and Appurtenances.	Property and Assets: Rolling-Stock.	Property and Assets: Other Assets.	Liabilities: Share Capital paid in.	Liabilities: Bonded and Mortgage Debt.	Liabilities: Other Liabilities.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings: Gross.	Earnings: Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876,342	44.0	134,201	356,277	123,892	—	18
31 Oct. '66	387.0	6.0	81.0	14.0	150	106	3,246	Atlantic and Great Western	56,357,560	*	83,348	29,564,405	29,999,900	1,156,819	60,721,124	507.0	2,041,771	4,833,490	1,476,030	—	....
31 Oct. '66	65.0	2.5	4.5	—	21	9	263	Catawissa	3,684,000	*	—	3,350,000	266,000	—	3,684,000	67.5	227,645	447,052	130,541	—	13
31 Oct. '66	74.0	—	6.3	—	15	12	130	Cumberland Valley	1,691,037	*	—	1,316,900	384,000	—	1,691,037	74.0	207,024	564,408	252,281	8	88½
31 Oct. '66	113.0	—	70.0	—	87	17	5,740	Del., Lackawanna and West'n	9,687,427	2,912,417	—	11,288,600	3,370,500	717,222	15,376,322	204.5	1,909,775	2,738,496	714,825	20	113
31 Oct. '66	36.0	1.7	6.0	—	10	8	96	East Pennsylvania	1,342,081	227,659	—	654,400	574,900	—	1,564,740	36.0	199,412	446,078	237,084	—	....
31 Oct. '66	78.0	—	16.0	—	18	—	620	Elmira and Williamsport	2,268,000	352,000	—	1,000,000	1,620,000	—	2,620,000	78.0	285,143	517,531	loss.	5	29
31 Oct. '66	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	—	30,000	600,000	400,000	—	1,000,000	18.5	168,823	620,438	160,700	25	....
31 Oct. '66	81.6	2.0	6.2	—	15	11	446	Erie and Pittsburg	1,842,920	554,628	225,000	664,300	1,248,704	435,296	2,622,548	98.6	313,902	618,566	235,153	—	....
31 Oct. '66	36.0	18.0	17.9	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	....	1,882,550	—	oper. by	Penn.	R.R.Co.	7	52½
31 Oct. '66	32.0	—	1.4	44.0	4	2	15	Hempfield	1,616,459	41,340	104,900	1,809,565	500,000	100,000	2,409,565	32.0	47,227	55,692	2,972	—	....
31 Oct. '66	44.0	15.7	11.7	6.0	16	3	79	Huntingdon and Broad Top	2,188,498	*	—	685,130	1,462,140	—	2,188,498	59.7	194,282	250,906	53,595	—	16
31 Oct. '66	80.0	2.0	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	3,789,831	22,315	—	1,335,000	2,401,645	68,880	3,812,146	82.0	484,750	818,878	285,010	—	....
31 Oct. '66	71.0	57.5	130.0	—	86	19	3,475	Lehigh Valley	9,941,432	3,052,790	—	9,408,200	1,477,000	—	12,994,222	128.5	1,078,411	3,718,680	2,260,027	20	51½
31 Oct. '66	28.3	6.0	8.0	—	—	...	—	Little Schuylkill	1,466,283	*	1,598,965	2,606,100	885,000	73,555	3,604,655	(ope	r. by Re	ading	R. R.)	2	23
31 Oct. '66	138.0	—	64.1	—	—	—	—	Mine Hill and Schuylk. Haven	3,740,800	—		3,775,600	—	—	3,775,600	(	"	"	")	8	57½
31 Oct. '66	55.6	11.9	14.8	—	23	22	687	North Pennsylvania	5,754,963	665,222	467,050	3,150,150	3,124,737	—	6,887,235	67.5	345,588	902,213	382,500	—	31½
31 Dec. '66	354.8	33.3	466.3	—	452	240	7,979	Pennsylvania	25,642,634	3,371,215	15,238,686	20,000,000	18,038,256	—	44,251,544	365.5	7,080,026	16,583,883	5,967,520	9	51
31 Oct. '66	17.0	3.0	19.3	—	19	42	119	Phila., Germant'n & Norrist'n	1,139,079	268,489	409,986	1,491,850	159,800	—	1,817,554	24.2	274,879	605,346	247,446	9	64½
31 Dec. '66	287.5	—	63.3	—	—	—	—	Phila. and (Sunbury) Erie	17,869,733	—	—	5,083,700	13,009,000	600	18,084,300	287.5	1,424,110	2,541,052	454,077	—	24
30 Nov. '66	147.0	—	255.4	—	267	71	8,043	Philadelphia and Reading	19,898,403	3,765,774	2,399,368	22,742,867	6,719,562	—	32,577,548	474.8	4,361,336	10,902,819	6,016,531	10	48½
31 Oct. '66	26.5	—	30.0	—	—	—	—	Philadelphia and Trenton	1,369,284	—	272,223	1,099,120	200,000	—	1,641,507	26.5	195,478	849,446	316,754	15	122
31 Oct. '66	96.0	—	105.6	—	50	72	943	Phila., Wilmington and Balt.	10,469,300	*	—	9,019,300	1,450,000	—	10,469,300	197.0	880,936	2,470,958	1,057,687	10	52
31 Oct. '66	58.4	—	—	90.6	14	12	82	Pittsburg and Connellsville	2,432,068	229,768	229,792	1,776,120	1,500,000	73,108	3,849,287	70.9	324,068	529,109	245,966	—	....
31 Dec. '66	468.5	—	138.1	—	189	121	2,429	Pittsb'g, Ft. Wayne & Chicago	24,253,747	*	2,673,792	9,940,988	12,568,500	1,062,343	2[illegible],927,540	468.5	4,945,413	7,467,217	2,319,531	10	96
31 Oct. '66	28.0	—	5.0	—	7	—	458	Shamokin Valley & Pottsville	1,569,450	—	—	869,450	700,000	—	1,569,450	28.0	149,058	348,138	130,392	4½	40
31 Oct. '66	26.1	—	4.0	—	8	13	38	Westchester & Philadelphia	1,345,387	146,721	10,000	684,036	962,600	113,865	1,760,501	35.4	144,402	357,590	143,650	—	....
31 Oct. '66	36.6	—	4.7	—	8	3	253	Tioga	826,367	247,245	22,301	549,400	316,000	26,292	1,095,913	36.6	120,064	264,123	123,812	25	46
								RHODE ISLAND.													
31 Aug.'65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	—	1,755,281	500,000	—	....	62.0	340,600	625,641	169,323	12	100
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	....	....	....	—	—
31 Dec. '58	109.6	—	....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	....	....	109.6	....	283,263	151,536	6	....
1 Jan. '59	143.2	21.3	....	—	...	...	....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	....	164.5	....	341,190	125,871	....	....
28 Feb. '67	102.0	—	....	—	11	8	105	North-Eastern	2,148,131	*	51,078	898,950	1,028,000	272,259	2,199,209	102.0	154,496	317,775	66,687	—	....
31 Dec. '66	136.0	106.0	....	- -	47	34	343	South Carolina	8,511,957	*	549,110	5,819,275	3,534,798	447,491	9,827,[illegible]75	242.0	....	1,312,738	387,332	—	....
								TENNESSEE.													
30 Sep. '60	47.6	—	....	—	...	...	....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	....	20,967	19,187	—	—
30 June '66	30.0	—	1.8	—	17	11	200	East Tennessee and Georgia	—	*		—	2,141,970		....	140.0	10 mos.	441,029	154,081	—	....
30 June '66	140.0	—	8.0	—	15	8	185	East Tennessee and Virginia	3,399,984	*	824,263	657,700	2,175,500	541,853	4,224,247	130.8	139,332	331,871	161,014	—	....
30 Jun. '67	271.6	19.4	20.0	—	55	50	478	Memphis and Charleston	6,283,585	1,002,601	2,195,331	5,312,725	3,126,530	921,937	9,431,517	291.0	786,231	1,661,612	71,490	—	....
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	....	—	—	—	—	—	....
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	....	....					—	....
30 Sep. '66	99.2	—	—	—	12	7	92	Mississippi and Tennessee	3,015,107	*	—	825,399	1,069,600	962,059	3,015,107	99.2	....	367,252	173,729	—	....
1859	47.4	—	2.3	- -	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	....	47.4	54,175	88,129	44,666	—	....
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	....	34.2	30,065	28,808	13,892	—	....
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	....	....	159.0	....	734,118	337,384	6	....
1859	—		....	—	—	.	—	Nashville and Northwestern	....	—	—	....	....	....	....	—	—	—	—	—	....
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	....	45.8	57,950	127,953	87,248	—	....
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	....	—	—	216,962	413,000	408,477	....	30.0	....	1,248	—	—	—
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	....	158.0	...	...	....	Buffalo Bayou, Braz. & Col'r'do	....	....	—	....	....	....	....	32.0	....	....	....	—	—
— — '58	56.0	—	....	184.0	...	...	....	Galvest., Houst. & Henderson	....	....	—	....	....	....	....	56.0	....	....	....	—	....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	....	—	275,000	240,000	171,560	....	50.0	31,300	82,670	....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	....	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	....	110.0	...	...	....	San Antonio & Mexican Gulf	....	....	—	....	....	....	....	25.0	....	....	....	—	—
								VERMONT.													
31 May '67	110.3	—	6.6	—	11	10	328	Connect. & Passumpsic Rivers	3,071,687	*	100,124	1,961,800	573,800	521,102	3,171,811	110.3	171,490	498,706	184,652	—	....
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	....
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	....	....	1,206,683	62.5	136,761	185,474	67,785	—	....
31 May, '65	117.0	2.0	26.0	—	54	49	1,068	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	—	8,500,000	184.5	1,030,304	1,477,782	334,326	—	1
31 May, '65	47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	—	....	2,250,000	ope	r. by Vt.	Central	180,000	8	98½
30 Jun. '65	23.6	—	0.9	—	4	6	39	Vermont Valley	1,212,274	*	—	516,164	793,200	....	....	23.6	....	90,273	34,358	—	....
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	....	....	ope	r.b.Troy	& Bost.	53,852	—	....
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	....
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	....	113.7	703,034	136,302	43,062	—	....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	8 months	79.2	47,702	54,121	16,332	—	....
30 Sep '66	103.5	—	....	—	—	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	....	....	103.5	—	696,703	127,035	—	17½
30 Sep. '66	88.3	68.4	10.0	—	16	16	123	Orange and Alexandria	....	....	....	2,063,655	2,923,000	380,780	....	167.7	6 mos.	300,101	102,651	—	15½
30 Sep. '66	123.3	10.1	....	—	13	7	107	Petersburg and Lynchburg	3,538,272	*	—	1,365,600	1,631,900	124,931	3,565,187	133.4	....	289,581	49,581	—	....
30 Sep. '59	59.2	21.3	....	—	14	17	131	Petersburg and Roanoke	1,228,526	*	—	883,200	102,500	5,799	1,486,527	80.5	....	326,554	213,852	7½	....
30 Sep. '66	140.5	1.5	11.2	—	26	16	269	Richmond and Danville	4,917,500	*	1,488,500	2,000,000	1,717,500	900,839	7,301,983	190.5	239,951	672,714	284,789	—	....
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	....	78.6	159,981	279,945	145,385	7	....
30 Sep. '66	22.2	2.8	3.1	—	8	10	121	Richmond and Petersburg	979,274	*	19,676	847,100	319,000	44,524	1,210,624	43.5	67,004	167,881	60,784	—	....
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	....	....	23.7	12,542	—	—	—	....
28 Feb '67	80.0	—	....	—	12	6	153	Seaboard and Roanoke	1,811,863	*	221,084	868,200	409,893	112,266	2,032,947	80.0	168,037	391,577	230,526	—	....
30 Sep. '66	178.2	—	21.3	7.0	30	15	176	Virginia Central	5,423,128	541,814	280,926	3,353,679	1,799,822	304,785	6,245,868	195.0	....	487,449	120,136	—	....
30 Jun. '66	204.7	9.4	10.6	—	29	18	275	Virginia and Tennessee	7,190,550	*	171,670	3,497,291	1,839,500	520,822	7,362,250	214.9	278,889	556,022	93,832	—	—
								WISCONSIN.													
31 Dec. '66	196.0	79.0	....	—	68	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,605,392	10,988,950	3,229,000	—	18,508,374	275.0	986,727	2,538,800	934,103	—	38½
31 Dec. '66	200.0	135.0	28.3	—	47	31	660	*Milw'kee and Prairie du Chien*	7,726,200	*	—	4,144,696	390,500	—	—	235.0	....	....	....	—	40
....	....	....	....	....	...	...	....	Western Union	....	....	....	....	....	....	....	....	....	....	....	—	
								CANADA.													
31 Jan. '63	161.0	—	....	—	31	27	40	Buffalo and Lake Huron (½ y.)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	....	236,798	67,652	—	15
31 Dec. '62	49.0	—	....	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	....	242,798	117,842	—	63
30 Jun. '63	1,096	137.0	....	78.0	204	130	2,399	Grand Trunk	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	....	4,368,510	1,164,855	—	—
31 July '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	....	26,084,180	357.0	....	3,011,860	1,649,510	1½	—
31 Dec. '64	94.5	1.6	....	—	18	20	337	Northern (O. S. & H.)	5,456,615		....	....	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,133	—	—
								NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	13	18	170	European & North American	4,747,713		— —	4,658,706	—	—	—	108.0	— —	148,339	55,777	—	—
July, '61	60.0	—	....	....	...	...	....	New Brunswick and Canada	1,402,748	[illegible]	— —	1,380,000	13,100	136,000	1,799,232	60.0	....	132,[illegible]55	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	....	—	20	18	160	Nova Scotia	4,273,401	*	—	[illegible],273,281	—	—	4,273,281	92.0	158,416	139,107	37,181	--	—
								NEW GRANADA.													
	[illegible]		—	—	11	22	120	Panama	9,000,000	*		[illegible]			10,762,[illegible]	[illegible]	....	[illegible]27,436	1,828,924		200

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	3	61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	—	20½
Catawissa (preferred)	1,150,000	7	—	23
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	—	61
Chicago & Alton (preferred)	2,425,400	7	7	126½
Chicago & Northwestern (pref.)	14,789,125	7	7	62½
Cocheeho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1,673,300	10	10	80½
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,988,171	7	3½	66
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	—	----
Elmira & Williamsport (preferred)	500,000	7	7	42
Erie (preferred)	8,536,910	7	7	76
Hannibal & St. Joseph (preferred)	5,253,856	7	—	63
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	6,586,135	7	3	17
" " " (2d pref.)	4,051,744	7	3	15
Michigan S. & N. Indiana (guar.)	787,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	95
" " " (2d pref.)	841,400	7	7	77
Milwaukee & St. Paul (preferred)	7,370,900	7	—	59½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	—	115
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	3	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	65
Toledo, Wabash & Western (pref.)	1,000,000	7	7	62½
Toledo, Peoria & Warsaw (1st pref.)	1,651,314	7	---	----
" " " (2d pref.)	908,425	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	50
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	93
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6		18--	50
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	86
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.					
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	"	1868	----
Lehigh Navigation:					
1st Mortgage	414,158	6	Qrtrly.	1870	----
Six per cent. Loan	5,434,351	6	"	1884	85½
Monongahela Navigation.					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	90
2d Mortgage	302,750	6	------	------	89
Boat Loan	232,807	6	------	------	90
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	90
2d Mortgage	3,980,670	6	J. & J.	1882	71½
Improvement	1,601,670	6	M. & N.	1876	76
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	58
Preferred Interest b'ds.	227,569	6	" "	1878	----
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	19
West Branch & Susq'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	88
Wyoming Valley.					
[illegible]	600,000	6	J. & J.	1878	85

CANAL AND NAVIGATION STOCKS

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	95½
Chesapeake and Ohio	100	8,226,595	—	----
Delaware Division	100	1,633,350	—	55
Delaware and Hudson	100	10,000,000	10	146½
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	—	----
Illinois and Michigan	----	----------	---	----
Lehigh Navigation	50	6,968,146	10	35
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	36
" (preferred)	100	1,175,000	10	90
North Branch	100	----------	—	----
Sault Ste Marie	100	----------	---	----
Schuylkill Navigation (consolid.)	50	1,998,207	—	15
" " (preferred)	50	2,888,988	—	23
Susquehanna and Tide Water	50	2,048,260	—	15
Union	----	----------	---	2½
Union (preferred)	50	2,787,000	—	4½
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	45

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 per ton	40 — @ 43 —
Pig, American, No. 1	42 — @ 43 —
Pig, American, No. 2	39 — @ 40 —
Bar, Refined, English and American	85 — @ 90 —
Bar, Swedes, assorted sizes (gold)	92 50 @105 —
—Store Prices.—	
Bar, Swedes, ordinary sizes	155 — @ — —
Bar, English and American, Refined	105 — @110 —
Bar, English and American, Common	95 — @100 —
Scroll	132 50 @180 —
Ovals and Half-round	130 — @140 —
Band	132 50 @ — —
Horse Shoe	127 50 @ — —
Rods, ⅜ @ 3-16 inch	110 — @165 —
Hoop	137 50 @190 —
Nail Rod per lb.	— 9 @ — 10½
Sheet, Russia, Med. No.'s	— 17½@ — 18½
Sheet, Single, D. and T. Common	— 6 @ — 7½
Rails, English (gold) per ton.	52 50 @ 53 —
Rails, American (at works)	79 — @ 82 50

STEEL.—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad val. (Store prices.)

English Cast (2d and 1st qlty.) per lb.	— 18 @ — 23
English Spring. (2d and 1st qlty.)	— 10 @ — 12½
English Blister. (2d and 1st qlty.)	— 11½@ — 20
English Machinery	— 13½@ — 16
English German. (2d and 1st qlty.)	— 14 @ — 16
American Blister, "Black Diamond"	— 11½@ — 17
American, Cast, Tool, do.	— 21 @ — 23
American, Spring, do.	— 12 @ — 15
American Machinery, do.	— — @ — 14
American German do.	— 11 @ — 14

COPPER.—Duty: Pig, Bar and Ingot 2½; old, Copper, 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New per lb.	— — @ — 33
Bolts	— 35 @ — —
Braziers'	— 35 @ — —
Sheathing, &c., Old	— 22 @ — 23
Sheathing, Yellow Metal	— 26 @ — —
Bolts, Yellow Metal	— — @ — 29
American Ingot	— 22 @ — 23½

LEAD.—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb.	— — @ 9 50
Spanish (gold)	6 50 @ 6 55
German Refined (gold)	6 50 @ 6 55
English (gold)	6 50 @ 6 87½
Bar (net)	10 50 @ — —
Pipe and Sheet (net)	12 — @ — —

TIN.—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca (gold). per lb.	— 26½@ — —
Straits (gold).	— 25 @ — 25½
English (gold).	— 22½@ — 23

	—Gold.—	—Currency.—
Plates, I.C. Charcoal. p. box.	8 75 @ 9 25	12 75 @ 13 50
Plates, I. C. Coke	7 37½@ 8 —	10 62½@ 12 —
Plates, Coke Terne	6 75 @ — —	9 75 @ 10 —
Plates, Charcoal Terne	8 50 @ 9 —	12 75 @ 13 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk). per gall.	— 13 @ — —
Crude, 40 @ 47 gravity (in shipping order)	— 19½@ — —
Refined, free, S. W.	— — @ — 49
Refined, in bond, prime L. S. to W. (110 @ 115 test)	— — @ — 28
Refined, in bond, Standard White	— — @ — 29½
Refined, in bond, prime White	— — @ — 31
Naptha, Refined, (60 @ 63 gravity)	— 30 @ — 31
Residuum per bbl.	3 25 @ — 3

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 6.

	Th.31.	F.1	Sat.2.	M.4.	Tu.5	W.6
Atlantic M. S. S. Co.	116¾	116½	116½	----	115¾	
Boston, Hartford & Erie	16	16½	16	----	----	
California 7s	----	----	----	----	----	
Canton Co.	43½	43¾	43	43	42½	42
Chicago & Alton	----	----	----	----	----	120½
" " pref.	128	----	----	----	128½	126½
" " 1 M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	134	----	----	----	----	----
" " " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	48¾	48	48	47½	47	47½
" " pref.	66¾	66	65½	64½	63¾	63
" " 1st M.	83½	----	83¾	----	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	95	----	95½
" " Consol.	----	----	----	----	----	----
Chicago & Rock Isl.	97	96½	96	95	95	94¾
" '1st M.'70	----	102	----	----	----	----
Chi., R. I. & Pa. 7s, 1896.	91½	91½	91½	----	----	93
Clev., Col. and Cin.	----	----	----	----	----	----
Clev. and Pittsburg	83½	81½	82½	81½	81½	81¾
" " 2 M.	96½	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	105	104½	103½	102½	102½	102
" " S. F. 7 p.c.	----	103	----	----	----	102
Cumberland Coal, pref	----	24¾	25	25	24½	25
Del. & Hudson Canal	----	146	145¾	146	146¾	----
Del., Lack. & West.	109	113	----	----	113	----
" " 1M. 8 p.c. '71-5.	----	----	----	----	----	----
" " 2M. 8 p.c. '81	----	----	----	----	----	96
Erie	----	73½	72¾	72½	71	71½	70¾
" pref.	----	76	76¾	77	----	76	----
" 1 M. 7 p.c. '67	----	103x	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	98½	99½	----	----	----	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----	----
Hudson River	----	126½	125½	----	125	----
" 1M. 7p.c. '69	----	----	----	----	----	----
" 2M. S.F.	----	----	----	----	----	----
" 3M. 7p.c. '75	----	----	----	----	----	----
Illinois Central	----	125	127	124½	125	125
" bonds	----	----	----	----	118	118
Marietta & Cin. 1st pref.	----	----	----	----	----	16
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	9	9½	----	9	9	9
" " pref.	15	----	14	----	----	----
" " 1st mort.	----	----	----	----	25	----
Michigan Central	108½	109	109	109	108¾	108¾
" S.F. 8 p.c. '82	----	----	----	----	----	108
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	79½	79	78¾	77½	76¾	76¾
" " guar'd.	----	----	----	----	----	----
" " 1M. S.F.	----	----	----	----	----	x97
" " 2 M.	93½	----	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" " 1st pref.	95	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St Paul	42	41½	40	38¾	38	38¾
" " pref.	66½	62½	61½	60	60	60
" " 1st mort.	86½	----	----	----	----	----
" " 2d mort.	----	----	----	----	----	----
Missouri 6s	92¾x	94	94	94	93¾	93½
" iss. to H. & St. J. R.	----	----	----	----	----	----
" " Pacific	93x	----	----	----	94	94
Morris and Essex	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
" " 2d mort	----	----	----	----	85	----
New York Central	113¾	113	112½	111½	112½	111½
" " 7s, S.F. '76	----	----	----	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S.F. '83	----	----	----	----	91	----
" " 6s, S.F. '87	94	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 1M. 7p.c. '78	103½	----	99¾x	----	----	100½
" " 3M. 7p.c. '67	----	----	----	----	----	----
N. Y. and N. Haven	----	120	121	----	122	----
North Carolina 6s	----	----	----	----	----	----
" ex-coupon.	49½	49¾	50	49½	49½	49½
" new	49½	----	----	----	----	49½
Ohio & Miss. cer.	25¾	25½	25	24¾	24½	24½
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	146	145½	144	141¾	142½	143½
Panama	----	----	----	----	----	----
Phila. and Reading	98½	97¾	97½	96¾	96¾	96½
Pitts. Ft. W. & Chicago	98½	97½	97½	96¾	96¾	95
" 1M.	----	----	----	----	----	----
" 2M.	----	----	----	----	----	95½
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	18½	18½	18	18	16	17½
St. L., Alton & T. H.	----	50	----	----	----	----
" " pref.	65	----	----	----	----	----
" " 1M.	----	----	----	----	94	----
" " 2M. pref.	82½	----	----	----	----	----
" " Inc. b'ds.	----	----	----	----	----	78
Tennessee 6s, 1890	----	----	----	----	----	----
" ex-coupon.	64	64½	65	65	64½	65
" new	61	62	63	62	61	62
Tol. Wab. & Western.	39	39	----	----	38½	38
" Pref.	62½	62	----	----	62	62½
" " 1M. ex.	----	----	----	----	88	----
" " 2M.	81	----	----	----	----	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----
ex-coupon	----	----	----	----	----	----
new	----	40	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 6.

	Th 31.	F.1.	Sat.2.	M.4.	Tu.5.	W.6
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	118	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	100½	100⅜	100¾	100⅝	100⅝	100⅞
U. S 5s, 10-40s, reg.	100¼	----	----	100¼	----	100¾
U. S. 6s, 1881, reg.	111¾	111¾	----	----	----	----
U. S. 6s, 1881, cou.	111¾	112¼	112¼	112¼	112¼	112¼
U. S. 6s, '81, O.W.Ly.	----	----	----	----	----	----
U. S. 6s, 1861, " ly.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 5-20s, reg. '62.	105½	----	105	105	105	105
U. S. 6s, 5-20s, c. '62	112¾	108¼x	108¼	108⅜	108⅜	108¼
U. S. 6s, 5-20s, reg. '64.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. '64	109⅜	105¼x	105¼	----	----	105¼
U. S. 6s, 5-20s, reg. '65.	----	----	----	106	----	----
U. S. 6s, 5-20s, c. '65	110¼	106¼x	106¼	106¼	106⅜	106⅜
U. S. 6s, 5-20s, c. n. '65.	107½	107⅜	107⅜	107⅜	107⅜	----
U. S. 6s, 5-20s, c. n. '67.	107⅜	107⅜	107⅜	107⅜	107⅜	107⅜
7.30 Notes, 2d series	105½	105⅜	105⅜	105⅜	105⅜	105⅜
" " 3d series	105⅜	----	105½	105⅜	105⅜	105⅜

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 5.

	W.30	Th.31.	F.1.	Sat.2.	M.4.	Tu.5
Catawissa	----	----	----	----	----	----
" preferred	23¼	23¾	23¼	----	23¼	23
Camden & Amboy	123¼	123	----	----	123¼	123¼
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	86½	----	86½	86¾	----	----
" " 6s, '89	----	----	85½	----	----	86
" mort. 6s, '89	----	----	----	----	----	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	----	----	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	35	35½	35½	----	35½	35⅝
" " 6s, '84	85	----	----	----	----	----
Lehigh Valley R. R.	51	51½	51¼	51¼	51¼	51¼
" " 6s	94	----	----	----	----	----
Little Schuylkill R. R.	----	----	----	----	----	23
" " 7s	----	----	----	----	----	----
Minehill	----	----	----	57	----	57½
Morris Canal	----	----	----	----	----	----
" " pref.	93	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	----	----
" " 6s. 86	----	----	----	----	87	87
" " 10s	----	----	----	----	----	----
Northern Central	----	----	----	----	----	----
Pennsylvania R. R.	51¼	52	51½	51¾	50¼	51
" 1st m.	----	99	----	----	----	99
" 2d m.	93¼	----	93½	----	----	----
Penn. State, 5s	----	----	----	----	----	----
" " 5s, coupon	----	----	----	----	----	94
" " 6s, W. L.	102	----	----	102¼	----	----
Philadelphia City, 6s	----	----	96	----	96¾	97¼
" " new	100½	100⅜	101	101¼	101¼	101⅜
" " munc	----	----	----	----	----	----
Philad., Germ. & Nor.	----	----	----	----	----	----
Phila. & Reading	48¾	49¼	48⅝	48⅝	48½	----
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
Philadelphia & Erie	25¼	26½	26	----	25¼	24
" " 6s	----	----	----	----	----	----
Philad. & Sunbury, 7s	92	92	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	25	----	23	----	----	----
" " 6s '82	----	----	71¾	----	----	----
" 6s '76	----	----	----	----	----	----
" 6s '72	----	----	----	----	----	----
Susq. Canal	----	----	----	----	----	----
" " 6s '78	----	----	----	----	----	58
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	11	11	11	11	----	----
Chestnut & Wal. "	----	45½	----	----	----	45
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	77¾	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 5.

	W.30.	Th.31.	F.1.	Sat.2.	M.4.	Tu.5
Baltimore City 6s, 1875	----	----	----	95½	95½	95¾
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	95	95	95½	----	95½	----
" " 1893	----	----	----	----	94	----
Balt. and Ohio	----	----	----	----	116	116
" " b'ds, '62	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	----	----	----	----	97½
Northern Central	----	----	----	----	----	43
" " b'ds, 1885	----	----	----	----	----	----
" " " 1900	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 6.

	Th.31.	F.1.	Sat.2.	M.4.	Tu.5.	W 6
Boston and Lowell	125	----	----	----	----	----
Boston and Maine	----	136½	----	----	----	----
Boston and Providence	----	----	----	----	142	----
Boston and Worcest.	148½	----	----	150	150	150½
Boston, Hartford & Erie	15⅝	15⅞	15⅞	16	----	15⅝
Cheshire, pref.	61	----	61	----	----	61
Concord	----	----	----	----	----	----
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	111	111	----	----	111½	111
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	123	----	----	123½	123½	123½
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	----	----	----	----	----	109
Northern, N. H.	----	112	----	----	----	----
Ogdens. & Lake Champ	60	----	60	60	----	----
Old Colony & Newport	----	91	91	----	91½	----
Ph., Wil. & Baltimore	51½	----	52	52	----	----
Portl'd, Saco & Ports.	----	----	----	100	----	----
Vermont & Canada	98	----	----	----	----	98⅝
Vermont & Mass.	----	56½	----	----	----	----
Western	----	----	----	----	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	90	----	90	90
Metropolitan "	56½	55½	56	56	----	----
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	25½	25⅝	25	----	24½	23
Franklin "	----	----	15	14½	14	----
Huron "	----	----	----	----	----	----
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	----	----	----	4½	----
Pewabic "	12½	----	----	----	12	----
Pittsburg "	----	----	----	----	----	----
Quincy "	----	----	----	----	----	----
Rockland	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 11th and 18th of Oct.:

	Closing Prices. Oct. 18.	Oct. 11.
United States, 5-20s, 6 per cent 1882	68⅝@ 68¾	71⅛@ 71¼
Do. do. 6 do. 1884	70 @ 72	70 @ 72
Do. do. 6 do. 1885	66⅝@ 66⅞	68⅝@ 69⅜
Do. do. 6 do. 1868	85 @ 90	85 @ 90
Virginia State, 5 per cent	45 @ 50	45 @ 50
Do. 6 per cent	31 @ 33	31 @ 33
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	45 @ 50	45 @ 50
Do. do., 2d mort., 1881	45 @ 50	45 @ 50
Do. Penn., 1st mort., 1877	45 @ 50	45 @ 50
Do. do., 2d mort., 1882	45 @ 50	45 @ 50
Do., consolid. mort. bonds, 1890	20 @ 21	20½@ 21½
Erie shares, $100 (all paid) 8 p. c.	45 @ 45½	43½ @44
Do., convertible bonds, 6 p. c.	66 @ 68	66 @ 68
Do., 3d mort., 1883, 7 p. c.	62 @ 66	65 @ 67
Illinois Central, 6 p. c., 1875	85 @ 90	85 @ 90
Do., 7 p. c., 1875	75 @ 77	72 @ 75
Do., $100 shares (all paid)	77 @ 78	77⅞@ 78½
Marietta & Cin. R. R. bonds, 7 p. c.	65 @ 67	65 @ 67
Mich. Cen convertible, 1869, 8 p. c.	68 @ 72	68 @ 72
Do., S. F. 1st mort., 8 p. c., 1882	67 @ 70	67 @ 70
New York Central $100 shares	65 @ 70	65 @ 70
Panama R. R. 2d mort., 1872, 7 p. c.	100 @105	100 @105
Penn. R.R. bonds, 2d mort. con. 6 p c.	90 @ 95	90 @ 95
Do. $50 shares	-- @ --	-- @ --
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	83 @ 88	83 @ 88
Do. with option to be paid in Phil.	83 @ 88	83 @ 88

American Railroad Journal.

Saturday, November 9, 1867.

Stock Exchange and Money Market.

Money has been in rather more active demand, since our last, at from 6@7, generally at 7 per cent. on call, and 7@10 per cent. per annum, for mercantile purposes. At these rates, there has been a less extensive floating supply available, as the banks and private capitalists have been less liberal of accommodation. The cash reserve in the Goverment office has been materially reduced, chiefly by disbursements of coin interest. The reduction for the week ending last evening was nearly eleven million dollars, of which about nine millions were of coin interest on the public indebtedness. The banks gained in nearly all the averages, last week. The deposits were increased over five millions, the specie reserve was augmented nearly three millions; the legal tender reserve, over a million. The loans were enlarged nearly half a million, and the circulation was increased about $78,000. The West is returning less currency to the East; while the South is drawing on this point, on an increasing scale. The main local speculative borrowers come from the Gold Board. The discount market is quite close at the rates named above, on all current grades of business paper. The next debt statement, it is intimated, will show a further liquidation of the unfunded obligations, and a further contraction of the legal tender circulation. The specie reserve of the banks is now $8,974,535, against $9,186,623 same time last year. The city bank deposits are now $178,209,724, against $224,841,695 week ending Oct. 27, 1866. The legal tender reserve amounts to $57,396,066, against $74,990,842 same time last year. The circulation now stands at $34,037,076, against $30,446,207 same time last year. The loans are now $247,227,488, against $271,790,435 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $80,226,050 a day, against a daily average of $85,027,776 the preceding week, and $98,027,118 the week ending with Oct. 12. The current week's exchanges average about $95,103,690 a day. The city banks, last week, gained $5,145,596 in deposits, and $2,813,371 of specie, and $1,014,123 of legal tender. They increased their loans, $416,770; and their circulation, $77,996.

National Bank notes to the amount of $132,800 were issued last week, making the total issue to 1,671 banks thus far, $304,287,641, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $5,048,796, leaving, with the existing 1,630 banks, (having an aggregate capital of $419,500,000,) an actual circulation at this date, of $299,235,796. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $340,720,250; and for the public deposits, $38,170,450—making a total of $378,870,700. The Treasury Department last week redeemed and destroyed $351,000 of worn and mutilated fractional currency, and issued $259,602 of new.

The Philadelphia Bank movement the past week shows an increase in loans, of $8,525; an increase of $57,844 in specie; an increase in legal tenders of $102,670; an increase of $65,590 in deposits; and an increase of $5,913 in circulation. The Bank Clearings show a decrease of $673,103, and the balances, a decrease of $710,739.

The U. S. Sub-Treasury receipts, week ending with Nov. 2, were $22,525,094, including $1,686,123 from customs duties; payments, $35,904,751, including $8,253,600 of coin interest balance at the close of the week, $101,254,567, against $114,634,225, at the close of the preceding week, showing a decrease of $13,379,657. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $6,637,429 including $377,000 from customs; and payments, $5,184,045; on Tuesday, receipts, $3,868,636 including $410,000 from customs, and payments, $3,515,108. The balance at the close of business on Tuesday stood at $102,781,479, against $113,356,517 a week previous.

The aggregate issue of gold notes by the Sub-Treasury up to Oct. 31, was $225,519,920 aggre-

gate redemptions, $193,816,000; leaving outstanding at the close of the month, $26,703,920.

Government revenues have been decidedly more liberal, since our last, chiefly in the line of excises, which are again yielding handsomely. The excises, last week, yielded $6,250,000, against $2,290,892, the preceding week; customs at the port of New York $1,686,123, and at the outports, about $600,000 (in coin) more, making the grand total income for the week equal about $9,456,000 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with July 30, 1867, were $265,853,195. The receipts thus far in the new fiscal year, which began on the 1st of July, have been about $74,000,000.

Government received $6,215,000 from customs, through the port of San Francisco, from Jan. 1, to Oct. 5, 1867, against $5,718,000 same time in 1866.

Gold has been much more abundant in the open market, since our last, and, under a pressure to sell, partly on account of the *bear* operations, the prices has been depressed to 138½. This point was touched on Wednesday, partly under influence of the election news, which was interpreted as more favorable to the harmonious action of the national legislative and executive branches of the Government, through the remainder of the term of service of President Johnson. The latest figures on Wednesday were 139⅛. The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1867, have been $2,848,204, against $8,461,738 same time last year. The customs demand for Gold last week, averaged $281,000 a day; thus far, this week, it has been equal to $393,000 a day, or equal to a weekly aggregate of $2,361,500. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $147,318, and from California, $516,857. The total customs revenue of the Government, in coin, at this port, thus far in the current calendar year commencing with Jan. 1, 1867, has been $104,679,466, against $117,353,333 same time in the preceding fiscal year. The total receipts of California gold at this port since Jan. 1, 1867, have been $24,969,433, against $36,616,385 same time last year, showing a decrease this year, of $11,646,952. The exports of specie from this port, last week, were $579,964. The total outflow of specie from the port, since Jan. 1, 1867, has been $44,837,332, against $55,585,777 same time in the preceding year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $8,852,600, making the total coin interest disbursements through the Government office, since Jan. 1, 1867, $51,816,681, against $40,309,710 for the preceding fiscal year. The specie exports from San Francisco, from Jan. 1, to Oct. 1, reached $31,726,940, against $34,689,705 same time last year, showing a decrease, in 1867, of $2,962,765.

Foreign exchange has been in good demand, since our last, at firmer and buoyant prices, though closing rather tamely on Wednesday. The ease in Cash Gold greatly facilitates the operations in Bankers' Exchange; but the negotiation of Merchants' Bills against cotton is not yet very free. Exchange based on grain and flour shipments is in better credit; not so much because present prices are safer than cotton at less than 20 cents, but on account of the character of the houses drawn upon in London and Liverpool. Bankers' 60 day bills on London closed at 109½@109¾, and on Paris to 5.15⅝@5.15; sight bills on London to 109¾@110¼; and on Paris to 5.13⅛@5.12½. The offerings of produce bills have been again rather heavy this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $4,597,023, making the total value of exports since Jan. 1, 1867, $156,808,171, against $161,362,447 same time in the preceding year.

Government securities have been variable in price, during the week, on a comparatively moderate demand, but left off buoyantly on Wednesday, on an improved inquiry, particularly for the later issues of the Five-twenties, as also for the Ten-forties, which latter were on Wednesday called for the first time at the London Stock Exchange, and were thereupon more sought after in the local market, for shipment to London. The three per cent. certificates have been in demand for banking purposes at a premium of ⅞@1 per cent. Government has thus far issued about twelve millions and a half of these certificates. The conversions of Seven-thirties at the Sub-Treasury, since Oct. 15, have amounted to about twenty million dollars. U. S. sixes of 1881 closed here on Wednesday at 112@112¼; U. S. Five-twenties of 1862, 108¼@108⅜; U. S. Five-twenties of 1864 at 105⅜@105½; U. S. Five-twenties of 1865 at 106⅛@106¼; U. S. Five-twenties of 1865, consolidated, 107½@107⅝; U. S. Five-twenties of 1867, 107½@107⅝; U. S. Ten-forties at 100⅞@101, and U. S. Seven-thirties at 105½@105⅝. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

December, 1864	119⅛	September, 1865	116
May, 1865	117⅝	October, 1865	115¾
August, 1865	116¾		

Since the foregoing was written, we have received the official debt statement for November 1, showing a further net reduction of $3,874,981 in the aggregate indebtedness of the Government, and a further contraction of precisely four millions in the line of plain legal tender circulation, which stood at $357,164,844 at the close of October, against $361,164,844 at the beginning of the month. The amount of the coin in the Treasury was increased $8,241,657 in October, it now being $111,543,317, against $103,298,650 a month ago. The debt bearing coin interest was increased $32,914,850, while the debt bearing currency interest was decreased $35,306,000. The aggregate coin bearing debt on the 1st inst., was $1,778,110,992, against $1,745,196,142 on the 1st ult. The currency interest bearing debt fell from $461,074,680 on Oct. 1, to $426,768,640 on Nov. 1. The private deposits of coin in the Treasury, were $14,514,200 on Nov. 1, against $14,867,820 on Oct. 1. The compound interest notes were reduced about sixteen and a quarter millions in October, or from $78,839,580, to $62,558,940. Nearly thirty-one millions of Seven-thirties were retired, through conversions, or direct purchases, during the month; leaving the amount outstanding on the 1st inst., only $334,607,700 of all issues, against the original aggregate of $830,000,000, showing that Secretary McCulloch has already funded some five hundred millions of this popular loan, and this too, in less than three months from the maturity of the first series of three hundred millions, which was nearly all provided for before it became due, Aug. 15.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Oct. 22.	Oct. 30.	Nov. 6.
Consols	93 15/16	94 5/16	94½
U. S. 5-20's of 1862	69¼	69 11/16	70¾
Erie	45¾	46½	46½
Ill. Central	78¼	79¼	82¼

Railway stocks have been much less active, particularly toward the close, though prices have been generally quoted lower. Of the miscellaneous share property, Pacific Mail, and the several express stocks, have been most freely dealt in at comparatively buoyant rates. The general market closed dull and heavy.

General business has been fairly active, chiefly in the breadstuff and cotton lines. Flour, wheat and corn closed in favor of purchasers. Rye, barley, and mess pork were firmer. Middling cotton closed rather briskly on Wednesday at 18@19½ cents, as the extremes per lb. The stock of cotton now here is estimated at about 36,500 bales. The receipts at the port this week, have averaged about 3,000 bales a day. The receipts during the cotton year, ending Sept. 1, 1867, were 657,431 bales, against exports of 470,596 bales. The receipts at all the shipping ports from Sept. 1, 1866, to Aug. 31, 1867, were 1,951,998 bales, against 2,154,476 bales the preceding cotton year; last year; estimated stock at close of the year, 80,296 exports, 1,554,664 bales, against 1,557,054 bales bales, against 253,000 bales same time last year. The receipts at all the ports, since Sept. 1, 1867, have been 165,000 bales, against 182,300 bales same time last year; exports, same time, 50,300 bales, against 78,000 bales same time last year; stock on hand at latest dates, 115,000 bales, against 251,500 bales same date last year. There has been more call for beeves at the live stock market, this week, at from 9@17c., as extremes. For veal calves, at 10@13c. For sheep and lambs, 4@6½c., and 5@7½c., respectively, and for swine, at 5½@6¾c. per lb., all live weight, showing a generally firmer range of prices. This week's receipts include 6,150 beeves, 1,347 calves, 32,386 sheep and lambs, and 42,392 swine. Foreign merchandise has been in moderate request. Dry goods have been depressed in price, under a continuous pressure to realize, extending to nearly all classes of fabrics. Groceries have been held with rather more firmness. Metals have been very heavy in price. The total imports of foreign dry goods, last week, were $1,013,957, and the total amount marketed $1,090,136. The value of foreign merchandise imported last week, was $2,483,057—making the grand total specie value of last week's imports of dry goods and merchandise, $3,497,014, and since Jan. 1, 1867, $209,724,158, against $249,368,236 same time in the preceding fiscal year. The ocean freight market has been less active, since our last, and rather less firm with 527 vessels of all classes in port. For Liverpool we quote flour at 2s. 9d. @3s. per bbl. grain at 9c.@10d. per bushel; cotton at ¼@⅜d. per lb.; and heavy goods at 25s.@35s. per ton, all by sailing vessel.

The New York exports, exclusive of specie, for

the week ending Nov. 5, and since the beginning of the year, compare as follows:

	1866.	1867.
For the week.....	$3,093,780	$4,597,023
Prev. reported.....	158,268,667	152,211,148
Since January 1.....	$161,362,447	$156,808,171

The New York imports for the week compare as follows:

	1866.	1867.
Dry goods	$1,339,840	$1,013,957
Gen. merchandise.....	2,607,216	2,483,057
Total for the week.....	$3,947,056	$3,497,014
Previously reported....	245,421,180	206,227,144
Since January 1.....	$249,368,236	$209,724,158

The balance in the Sub-Treasury on Wednesday as $103,442,694 35.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Brooklyn 6s, W. L., 95½; Jersey City W. L., 93; Georgia 6s, 73; do., 7s, 83; N. Y. State 7s, Bounty Loan, reg., 107¾; do., 6s, 1872, 100¼; Chicago and Northwestern Interest bonds, 90; Great Western 2d mort., 69⅞; Galena and Chicago 2d mort., 98; Hannibal and St. Joseph Land Grant bonds, 90; Toledo, Peoria and Warsaw 1st mort., 82; Chicago and Great Eastern R. R., 20; Cin., Ham. and Dayton, 75; N. Jersey Central, 120; Del., Lack. and Western scrip, 110¼; Boston Water Power Co., 17; Wilkesbarre Coal, 25; Adams' Express Co., 67; Wells-Fargo Express, 48½; U. S. Express, 68½; Merchants' Union Exp., 28⅞; Am. Exp., 68; Western Union Telegraph, 30¾; Phœnix Bank, 103½; Bank of Commerce, 115; Am. Ex. Bank, 111; Bank of North America, 109; Central National Bank, 104; Metropolitan Bank, 130; Park Bank, 147; Fourth National Bank, 105; Manhattan Bank, 135; Gallatin National Bank, 107¼; Seventh Ward Bank, 110; Continental Bank, 106; Tenth National Bank, 105; Bank State of New York, 112; American Flag, 0.60; Benton Gold, 0.50; Consol. Gregory Gold, 5.60; Corydon, 0.50; Columbian G. & S., 0.10; Davidson Copper, 70; Edgehill Mining Co., 4.00; Holman Gold, 0.10; La Crosse Gold, 0.50; Montana Gold, 0.16; New York and Eldorado, 1.55; Nye Gold, 0.02; Quartz Hill Gold, 1.05; Rocky Mt., 0.38; Smith and Parmalee, 3.60; Sensenderfer, 7.75; Walkill Lead, 0.40; Bennehoff Run Oil, 3.75; Buchanan Farm, 0.45; Pit Hole Creek, 0.75; N. Y. and Allegheny, 3.50.

Philadelphia.—Pennsylvania State 6s, 1st series, 103½; do., 3d series, 106; Reading 6s, 1844, 90¾; do., 1843, 91¼; Belvidere Delaware bonds, 81; Camden and Amboy scrip, 93; Big Mt. Coal, 2⅞; Fulton Coal, 4½; Ocean Oil, 3¾; McElheny Oil, 0.56; Commercial Bank, 54½; Mechanics' Bank, 31½; Philadelphia Bank, 164. The latest quotations are: City 6s, 97@97¼; do., free of tax, 101¾@101⅞; State 5s, reg., 96¼@97; do., coupon, 93½@94½; do., 6s, W. L., 101½@102; Reading, 47⅞@48; do., 6s, 1870, 94@94½; do., bonds, 90@91; Camden and Amboy, 124@124¼; do., 6s, 1889, 91½@92½; do., 1883, 86½@87; Penn. R. R., 50¾@50⅞; do., 1st mort., 98½@99; do., 2d mort., 93¼@94; Little Schuylkill R. R., 22@25; Morris Canal, 35@39; do., pref., 90@93; do., bonds, 83@95; Wyoming Valley Canal, 40@43; do., 6s, 75@80; Susquehanna Canal, 12@15; do., 6s, 58½@60; Sch. Nav., 10@14; do., pref., 22½@23½; do., 6s, 1882, 72@72; Union Canal bonds, 15@20; Delaware Div. Canal, 51@52½; do., bonds, 80@92; Elmira and Williamsport, 30@32; do., pref., 42@45; do., 7s, 1873, 92@93; do., 5s, 60@65; Lehigh Coal and Navigation, 34@34¾; do., bonds, 1884, 85@85½; North Pennsylvania, 31@32; do., 6s, 86@86½; Philadelphia and Erie, 25@25½; do., 6s, 89@90; Minehill, 57@57¼; Catawissa, 8@11; do., pref., 21½@22½; Lehigh Valley, 51⅜@52½; do., bonds, 92@94¼; Fifth and Sixth streets, (horse,) 40@40; Second and Third, 77@77½; West Philadelphia, 65@67; Spruce and Pine, 26¼@27½; Green and Coates, 30@31; Chestnut and Walnut, 45@45½; Thirteenth and Fifteenth, 18⅛@19½; Girard College, 27@29; Tenth and Eleventh, 64@64½; Union, 35@37½; Hestonville, 9½@10½.

Boston.—Western R. R. 6s, 1875, 97; Vermont and Massachussetts 6s, 1883, 92¼; Vermont Central and Vermont and Canada 8s, 1877, 100¾; Old Colony and Newport 6s, 1875, 93¼; Essex R. R. 6s, 1875, 89½; Vermont Central 1st mort., consolidated, 60; Boston, Hartford and Erie 7s, 59; do., new issue, 45; Indianapolis and Cincinnati R. R., 34; Worcester and Nashua R. R., 115; Nashua and Lowell R. R., 122¾; Boston Water Power Co., 17; Cary Land Co., 7¾; Ophir (N. S.) gold, 1.65; Massachusetts 5s, 1894, gold, 104¼; Maine 6s, 1894, Bounty Loan, 105½; Cook Co., Ills., 7s, 94; Boston 5s, 1382, gold, 105¼; Roxbury 6s, 100⅝; Salem 6s, 1877, 99¼; Bath 6s, 1891, 92; Portland 6s, 1877, 92; do., 1871, 91; St. Louis 6s, W. L., gold, 94⅜; Chicago 7s, 1882, Municipal, 93¼; do., 1892, sewerage, 95¾; do., W. L., 94½; Charleston 6s, 1872, 99; Cambridge, 5s 1882, 83; Lynn 6s, 1887, 98; Howard National Bank, 106; Traders' National Bank, 99¼; Suffolk National Bank, 113; Hide and Leather National Bank, 144; National Bank of Redemption, 110; Merchants' National Bank, 110½; National Bank of Commerce, 115½; North National Bank, 112¼; Mt. Vernon National Bank, 111¼; Shoe and Leather Dealers' National Bank, 123; National Exchange Bank, 143¾; Maverick National Bank, 98¼; Tremont National Bank, 119¾; Third National Bank, 112; Union National Bank, 123; State National Bank, 101½; Allouez Mining Co., 4; Dana, 1; Hancock, 11½; Humboldt, 1⅛; Hecla, 38.

Baltimore.—Virginia 6s, old, reg., 39; do., 1867, 36¼; do., 1866, 36⅜; Western Maryland 2d mort., 75; Marietta and Cincinnati 1st mort., 84½; Union R. R. bonds, 85; N. W. Va. 1st mort., 94¼; Parkersburg R. R., 17; Gardner Mining Co., 1.25; George's Creek, 62½; Mechanics' Bank, 9⅞; Union Bank, 57¼; Farmers' and Planters' Bank, 32; Franklin Bank, 12½. The latest quotations are: Balt. and Ohio, 115@116; do., 6s, 1875, 98@100; do., 1880, 98@99; do., 1885, 97¼@97½; Northern Central, 43@43; do., bonds, 1885, 84½@85¼; do., 1900, 81@82½; N. W. Va., 17@18; do., 1st mort., 94¼@94¼; do., 2d mort., 90@92; do., 3d mort., 1873, 89@92; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 84@85; do., 2d mort., —@65; Central Ohio, 31@32¼; do., 1st mort., 81@85; Western Md. 6s, 1890, 75@77; do., guar., 90@—; Maryland 6s, coupon, 1870, 100¼@101; do., Ins., 100¼@101¼; do., 1890, 100¼@100½; Baltimore 6s, 1870, 98@98½; do., 1873, 95@—; do., 1875, 95½@96; do., 1886, 96@98; do., 1890, 95½@96; do., coupon, —@97; do., Park, 94½@—; do., 1893, 93½@94; do., 5s, 1838-'70, 76@81; City Passenger R. R., 19@20; Canton Co., 42½@—; Gardner, 1.00@1.25; Am. Gas Coal, 0.65@0.75; Maryland Anthracite Coal, 2@4½; George's Creek, 60@62½; Santa Clara, 3@5; Balt. Chrome, —@0.35; Bare Hill, 0.30@0.50; Atlantic Coal, 0.70@0.95; Mineral Hill, 0.20@0.25; Baltimore Coal, 140@155.

The Public Debt.

The following is a comparative statement of the Public Debt of the United States October 1, and November 1, 1867:

	Oct. 1, 1867.	Nov. 1, 1867.
DEBT BEARING COIN INTEREST.		
Five per cent. bonds..	$198,431,350.00	$198,845,350.00
Six per cent. bonds of 1867 and 1868....	14,707,941.80	14,690,941.80
Six per cent. bonds of 1881.....	283,676,100.00	283,676,600.00
Six per cent. Five-twenty bonds.....	1,235,380,750.00	1,267,898,100.00
Navy pension fund..	13,000,000.00	13,000,000.00
Total	$1,745,196,141.80	$1,778,110,991.80
DEBT BEARING CURRENCY INTEREST.		
Six per cent. bonds..	$16,746,000.00	$18,042,000.00
Three-year compound interest notes.....	78,839,580.00	62,558,940.00
Three-year seven-thirty notes.....	365,489,100.00	334,607,700.00
Three per cent. certificates	.....	11,560,000.00
Total	$461,074,680.00	$426,768,640.00
MATURED DEBT NOT PRESENTED FOR PAYMENT.		
Three years Seven-thirty notes, due Aug. 15, 1867.....	$4,250,000.00	$3,371,100.00
Compound interest notes matured June 10th, July 15, Aug. 15, and Oct. 15, '67	7,483,100.00	9,316,100.00
Bonds of Texas indemnity	262,000.00	262,000.00
Treasury notes, acts July 17, 1861, and prior thereto.....	164,511.64	163,661.64
Bonds, April 15, 1842	54,061.64	54,061.64
Treasury notes, March 3, 1863.....	959,380.00	868,240.00
Temporary loan.....	5,012,203.55	4,168,375.55
Certificates of indebtedness	36,000.00	34,000.00
Total	$18,221,256.83	$18,237,538.83
DEBT BEARING NO INTEREST.		
United States notes .	$361,164,844.00	$357,164,844.00
Fractional currency..	29,864,713.37	30,706,433.39
Gold certificates of deposit	14,867,820.00	14,514,200.00
Total.....	$405,897,377.37	$402,385,677.39
Total debt.....	$2,630,389,456.00	$2,625,502,848.02
AMOUNT IN THE TREASURY.		
Coin.....	$103,298,659.69	$111,540,317.35
Currency.....	31,813,349.55	22,458,080.67
Total	$135,112,009.24	$133,998,398.02
Amount of debt less cash in the Treasury.....	$2,495,277,446.76	$2,491,504,450.00

By comparing this with the statement of October 1, it is shown that the debt bearing coin interest has increased $32,914,850; the debt bearing currency interest has decreased $34,306,040; the matured debt not presented for payment has increased $16,282; and the debt bearing no interest has decreased $3,511,699 98—making the decrease in the total debt since October 1, 1867, $4,886,607 98. The amount of coin in the Treasury during the same period has increased $8,241,657 66, and the amount of currency has decreased $9,355,268 88—leaving the amount of debt less cash in the Treasury on November 1, $3,772,996 76 less than on Octob

Railroad Earnings.--Weekly.

The earnings of the Chicago and Alton Railroad for the fourth week in October, 1867, were $108,712 21
Corresponding period previous year.. 90,800 48

Increase..... $12,911 73

The earnings of the Atlantic and Great Western Railway for the fourth week in Oct., 1867, were..... $123,581 00
Corresponding week previous year... 135,326 00

Decrease $11,745 00

The earnings of the Chicago and Northwestern Railroad for 4th week in Oct., 1867...$451,743 95
Corresponding week previous year .. 383,972 76

Increase $67,771 19

The earnings of the Detroit and Milwaukee Railroad for the week ending October 31, 1867, were $45,256 00
Corresponding week of 1866..... 48,467 00

Decrease..... $3,211 00

The earnings of the Chicago and Rock Island Railroad for the fourth week in Oct., 1867, were..... $131,300 00
Corresponding week of previous year. 95,495 00

Increase $35,805 00

The earnings of the Michigan Southern and Northern Indiana Road for the 4th week in Oct. 1867, were..... $188,411 00
Corresponding week of 1866..... 169,766 00

Increase $18,645 00

The earnings of the Marietta and Cincinnati Railroad the 4th week in Oct., 1867..$49,054 00
Corresponding week previous year.... 39,568 00

Increase $9,486 00

The earnings of the Virginia and Tennessee Railroad for the fourth week of Oct., were $15,925, a decrease of $3,781 on the same week last year. Total for the fiscal year commencing 1st of July, $313,249, an increase of $57,177 on same time in 1866.

Dorchester and Delaware Railroad.

We have already noticed the formal breaking of ground on this road at the Cambridge end. The Wilmington *Commercial* says that all arrangements have been made, and that work will be commenced in a few days on the Seaford end, the Delaware Railroad Company having agreed to build the road from that point, its northern terminus and place of its junction with the main stem of the peninsular system, the Delaware railroad. The people interested in this road are in earnest about it and have energy and the means to carry it through, so we may soon expect to see it completed.

Washington County Railroad.

The following gentlemen have been elected directors of this road for the ensuing year: Johns Hopkins, Galloway Cheston, Robert Fowler, Peter B. Small, Jacob A. Miller, Edward Mealy and Geo. S. Kennedy. It is expected that the road will be completed from Keedysville to Hagerstown, and ready for use, early in December.

☞ The double track of the Delaware, Lackawanna and Western Railroad has been extended to Stroudsburg. The Scranton *Register* says there will soon be a double track to the Junction, and, when once laid, it will enable them to increase their carrying and coal trade to an unlimited amount.

The New Tehuantepec Route.

On the 7th of October, the Mexican Government granted a new concession to M. Emile La Sere for the re-establishment of a route across the Isthmus of Tehuantepec. M. La Sere, as President of the old Tehuantepec route, has had great experience, and the immediate commencement of work on the road by those New York capitalists whom he represents is anticipated. The following are the main features of the decree granting the concession above alluded to:

The company of M. Emile La Sere is authorized to open inter-oceanic communication by the Isthmus of Tehuantepec, said communication to be by water along the navigable part of the river Goatzacoalcos, thence by railroad to the port of La Ventosa or any other port on the Pacific that may be deemed more suitable. The company may, if they choose, begin the railroad at the mouth of the Goatzacoalcos. Until the railroad is finished M. La Sere shall establish a wagon road and shall keep it, as well as the bridge, in good enough condition to allow the passage of passenger and merchandise wagons of light burden.

The plans and surveys of the railway and wagon road shall be submitted to the approbation of the general Government before being acted on.

The company of La Sere shall notify Government before the surveys begin, so that it may appoint a commissioner or commissioners to represent it during their execution. The salaries of said commissioners to be paid by the company. The same proviso is made as to the surveys of the public lands that are to be ceded by Government to the company.

The plans and surveys are to be finished and submitted within eighteen months from the date of this decree, and notice must be given within six months that the company are ready to survey.

The work of building the railway and telegraph shall begin within the ensuing six months after the approbation of the plans and surveys, and at least fifteen leagues of rail must be laid every year, until the completion of road, which must be done in three years from the beginning of the work.

The wagon road shall be begun at the same time as the railway, and shall be completed within one year, at the most.

Government grants to the company the strip of land necessary for both roads; and, besides, half of the public lands situate within a league laterally on both sides of the railway throughout its whole length. Said lands shall be divided, when possible, into sections of one square league each. When these lands have less than two leagues in length along the railway (and in all fractions of less than two leagues in area) they shall be divided in halves—one for the nation, the other for the company. The sections shall be numbered as follows: Beginning on the north side and following on southwards so that No. 1 on the west side of the road shall stand opposite No. 1 on the east side. Of course the interruption caused by the intersection of private property may disarrange this enumeration, which, however, shall be resumed on arriving at the next public lands. Hence the nation reserves to itself all the odd numbered sections on the west side and all the even numbered ones on the east side. The others go to the company in case they complete the roads. Should more public lands be found on one side than on the other of the railroad the excess of that side shall be equally divided in such manner as to preserve as much as possible the alternation.

Government concedes the land necessary for building docks, moles and other necessary works in the ports of Goatzacoalcos and Ventosa. The company binds itself to build said works within two years from the completion of the railway. It shall also build such works as are necessary for the proper discharging of vessels and protection of goods from damage.

The company can take from the public lands whatever material it may need; but Government reserves the right to sell said lands, not conceded, when and how it may choose.

The company bind themselves to build first class lighthouses and keep them in repair at both ends of the route, said lighthouses to belong afterwards to Government. These lighthouses are to be completed within three years after the termination of the railway.

The company shall give bonds in $100,000 within ninety days, from the date of this decree, to the Mexican Minister at Washington, or his representative. Said $100,000 shall be forfeited should the company fail to comply with the terms for the presentation of the plans, surveys, &c.

The material, machinery, hardware, coal, wagons and utensils necessary for the construction of the road and its appurtenances, as well as the articles of prime necessity not to be got on the Isthmus, for the support and clothing of the company's employes shall be admitted free of duty. After the completion of the road only machinery, coal, cars and rails shall be free of duty for seventy years. The Minister of the Treasury shall determine the rules and regulations to govern this exemption.

The company bind themselves to dredge the river Goatzacoalcos so as to render its navigation easier.

The tariff of the route by railway and water shall be fifty cents per league for every passenger, three cents per league for every arroba of goods (twenty-five pounds,) one per cent. on the value of all precious metals and jewelry. Ten cents a word shall be charged for telegrams.

During the seventy years above referred to no import shall be levied by Government on goods or passengers in transit or on the capital of the company sunk in the lines of railroad or telegraph. Goods consumed on the Isthmus or produced there shall not be exempt.

No other company shall be chartered during seventy years with equal privileges between Goatzacoalcos and Ventosa, or whatever port on the Pacific may be chosen in place of the latter.

Government shall erect Goatzacoalcos and Ventosa, or whatever port the company shall select in place of the latter, into ports of entry for seventy years.

The company cannot open any mercantile houses on the Isthmus.

This concession is for seventy years from the completion of the railway, and Government shall receive fifteen per cent. of the net profits, and at the end of seventy years shall enter into possession of the road and all its appurtenances, which must consist of at least trains enough to transport five hundred passengers and ten thousand arrobas (one hundred tons) of goods. The cars, rails, engines, &c., must also be of average utility, but the company shall retain their vessels and steamers.

Moreover, the company shall pay to Government monthly twelve cents for every passenger or package transported across the road.

Mails shall go free on the road. Government property shall pass at half rates. Government officials, troops, &c., on duty shall pass free. The telegraph shall forward all public messages free, whether of the general or State Government. The metals, agricultural and manufacturing products of the republic shall be transported at 30 per cent. below the regular tariff. All these subjects to be regulated by the Minister of the Treasury.

Transit shall be free to the world; but 25 per cent. shall be added to the tariff for the goods of nations failing to make a treaty with Mexico guaranteeing the neutrality of the Isthmus transit.

Foreign mails shall be transported under seal.

Government shall appoint one-fourth of the Board of Directors; it may also appoint a commissioner to watch over the execution of this contract.

The steamers and vessels of the company shall have the right to navigate the river Goatzacoalcos during seventy years, but under the Mexican flag, and they shall be officered and manned as

fully as national vessels by men of Mexican birth or naturalization. This does not preclude other vessels from navigating the river subject to the laws of the republic. The company's vessels shall be free of tonnage dues on through goods, way goods to pay dues.

The company binds itself to pay Fras. P. Falconett whatever may be due on the Sloo contract, thus leaving the Government free of all future responsibility in that matter.

This enterprise is and shall always remain exclusively Mexican, and the Company La Sere, although formed abroad, shall be considered as now constituted in the Mexican republic, the same as if it had been formed here and under Mexican laws. But it may organize companies for the execution of any of the branches connected with this enterprise either within this republic or in the United States, but said companies must be bound by and subject to this law. Hence all who share in the enterprise, whether as shareholders, employes or in any other character, shall be regarded in so far as Mexicans. They shall be precluded from alleging their foreign citizenship in relation to any matter connected with the enterprise. They shall have only equal rights with Mexicans and must vindicate their claims before Mexican tribunals.

This restriction does not refer, of course, to disputes between foreigners and shareholders outside of the republic; but no decision of foreign tribunals shall effect in any manner the prescriptions of this decree or the Company La Sere, which is considered as Mexican or Mexican interests.

The company shall not alienate or mortgage any concession connected with the enterprise without previous consent of the Government; and in no case can such alienation or hypothecation be made in favor of any foreign Government. Nor can any foreign Government be admitted to partnership or interest in the enterprise.

Mr. Emile La Sere may establish the board of directors at New York or any other point of the United States, but he shall be obliged to appoint an attorney in Mexico, fully empowered and authorized to deal with the general Government on all matters connected with this contract.

The Company La Sere is authorized to establish a coal depot at Huatulco, as well as workshops for the repair of its vessels, but the land so occupied shall not be considered as a grant.

The obligations of this contract may be suspended in case of events beyond control or fortuitous circumstances directly and absolutely impeding their fulfilment, and such suspension shall last only during such impediment. Mr. Emile La Sere must, however, present to the general Government notice and proof of such obstacles within three months after they have begun to occur. He must also give notice or proof of the resumption of work at least within two months after the obstacles have been removed. He will be entitled only to the time during which the impediment lasts, or at most to two months more.

The following restrictions are put upon the company:

First—No fort shall be erected.

Second—No armed body shall be organized; but the employes may carry arms for personal defence.

Third—No foreign armed body shall be transported without express authority from Government.

Fourth—No goods declared contraband of war by Mexican laws shall be transported without express authority from Government.

Fifth—No armed body of the nation or national war material shall be transported without express authority from Government or other competent authority.

Sixth—The company shall dismiss any employe who shall aid or countenance contrabandage or commit any other crime, and shall aid Government in his prosecution.

Seventh—The company shall carry out all the measures ordered by Government so as to make passengers observe the revenue laws of the republic.

The concessions herein granted shall be forfeited for any of the following causes:

First—Failure to give the bonds required by article fifteen—$100,000 within ninety days from the date of this law.

Second—Failure to present the plans and surveys or to complete the divisions and whole road within the required time.

Third—For building any fire on the Isthmus.

Fourth—For organizing any armed force.

Fifth—For allowing transit to any foreign armed force without express authority from Government, except in case of clearly being overpowered.

Sixth—For transporting without express authority from Government the contraband material of any belligerents so declared by the laws of the Mexican republic.

Seventh—For allowing any national armed force to pass or transporting any national ammunition without express authority from Government, except in the case of clearly being overpowered.

Eighth—For suspending during one year consecutively the work on the road.

Ninth—For infringing any of the clauses of this law prohibiting the alienation or hypothecation of any of its concessions without previous consent of Government, and its alienation or hypothecation in any case to a foreign Government, or the admission of any foreign Government to a partnership in the enterprise.

In case of the abrogation of this concession, for due cause, the Company La Sere shall be allowed to claim only the buildings they may have built, the portion of the road finished, the engines, trains and other objects in their employ; but the Government, or the individual, or company succeeding to their privileges, shall purchase the above at a fair valuation to be ascertained by arbitration.

The company shall give the Minister of Fomento every year all the information on the state of the work and the road that Government may ask.

All controversy about the terms or meaning of the law shall be decided by the competent tribunals of the Mexican republic.

The above decree was signed October 6, 1867, by Benito Juarez, and countersigned October 7, 1867, by J. Balcarcel, Minister of Fomento.

Philadelphia and Reading Railroad.

The traffic receipts of the Philadelphia and Reading Railroad in the month of August, 1867, were $693,103; and the expenses, including transportation, roadway, dumpage, renewal fund, and all charges, $539,720—making the net profit for the month $153,383. In August, 1866, the receipts were $1,252,385, the expenses, $641,396—and the net profits, $610,988. This shows a decrease in receipts, in August, 1867, as compared with August, 1866, of $559,382, in expenses, $101,676, and in net profits, $457,605. The net profit for the nine months ending August 31, 1867, were $1,790,279, against $3,129,511 in the corresponding period of 1866—a decrease of $1,439,232. The London Railway *Times*, in commenting upon the above return, says it "is certainly very discouraging. Month by month the net earnings of this road have decreased, until at last the profit is only about one-fourth of the amount realized in 1866. It appears strange to us that, notwithstanding this falling off in traffic, the price of the stock is so well maintained in America; as in May last it was quoted 99 to 100, and it is now about 101. The lower freights charged for coal have no doubt militated severely against the road, but it is a fair question for shareholders how far it is prudent to reduce freights to such an extent as to jeopardize regular payment of dividends."

Tennessee Railroads.

The following is a list of the railroads in Tennessee that are under mortgage to the State for the principal and interest of the bonds issued in aid of their construction, and for their relief and extension since the termination of the war:

	Bonds.	Half yearly interest.
East Tennessee and Virginia.	$2,688,000	$86,193
Memphis and Charleston....	1,644,000	49,319
Nashville and Decatur	2,115,000	63,445
Nashville and Chattanooga...	395,000	11,850
East Tennessee and Georgia..	1,690,000	54,484
Cumberland Gap and Charles.	986,000	29,570
Knoxville and Kentucky.....	1,353,700	40,596
McMinville and Manchester .	851,400	25,541
Memphis and Ohio.....	2,396,100	71,883
Clarksville and Memphis....	1,894,000	56,838
Mobile and Ohio.....	1,684 800	50,544
Nashville and Northwestern .	3,065,000	91,946
Mississippi and Tennessee...	307,800	9,534
Edgefield and Kentucky	1,070,000	32,105
Mississippi Central	1,079,000	32,369
Winchester and Alabama....	1,098,200	32,948
Knoxville and Charleston ...	300,000	9,000
Rogersville and Jefferson....	393,000	11,795
Memphis and Little Rock ...	105,000	3,015
Total.....	$25,126,000	$762,985

It is reported that the Louisville and Nashville Company, the Hon. James Guthrie, President, have agreed to become responsible for the use of the Memphis and Ohio and Clarksville and Memphis Railroads, forming part of the Louisville and Memphis direct connection. And the Memphi end of the line (known as the Memphis and Ohio, has been taken out of the State Receivership by this arrangement. The State lien upon the two roads is $4,290,700; half yearly interest thereon, $128,721.

International Telegraph Co.

We understand that it is the intention of the company now operating in the Gulf of Mexico to extend their line from Panama to Peru and Chili. The Chilean Government agrees to loan the company the sum of $200,000 in Government bonds, at an interest of six per cent. per annum, from the date of the completion of the line, and grants a further subsidy of $16,000 per annum for the term of twenty-two years, so that the line will be established as soon as the cable can be got ready. Bolivia and Ecuador have not as yet made known what amount of subsidy they will give, but it will not be less than $5,000 each; but whether they subsidize or not, the line will be carried out, so that the International Telegraph Company of New York have secured the whole of the west coast of South America. Should Bolivia and Ecuador grant $5,000 each, the company will have an income of $50,000 per annum guaranteed, and a loan of $400,000 to begin with.

Montgomery and Selma Railroad.

The energetic contractors, Messrs. Boyle & Co., are rapidly pushing this important road to completion. The heaviest portion of the grading on the entire line (that near the river bank in Montgomery,) is nearly completed. In a few months more, the entire grading of the whole line to Selma will be completed, and as Colonel Pollard, the President, has arranged for the iron, it will not be long before the iron horse will be leaving Montgomery westward. We learn it is the intention of the President that the road shall be running through to Selma by May next. This is an extension of the West Point road, and we learn it is the intention of the company that trains shall run through from West Point to Selma without change of cars.—*Montgomery Mail.*

Philadelphia and Erie Railroad.

The difference in the settlement of the accounts of the Pennsylvania Railroad Company and the Philadelphia and Erie Railroad Company, the former being the lessee of the latter, was brought to a conclusion on the 29th ult. The amount in dispute was originally fourteen hundred thousand dollars. Committees of the respective companies have been negotiating the matter for nine months, and their conclusion has at length been accepted as mutually satisfactory. By the terms of settlement the Pennsylvania Company becomes, next to the city, the largest stockholder in the Philadelphia and Erie.

Memphis and Little Rock Railroad.

Information has reached us that Mr. R. C. Brinkley, President of the Memphis and Little Rock Railroad, a short time ago accepted a proposition of Northern capitalists to complete the road from St. Francis River to Duvall's Bluff (forty-six miles) by January next, for $1,500,000 taking a mortgage on the stock for security; that this proposition has been voted down by the directors (Col. Sam Tate being absent,) and that Mr. Brinkley will in due time submit the same proposition to the stockholders.—*Memphis Avalanche.*

Cape Cod Central Railroad.

The Cape Cod *Gazette* says that a movement is on foot among the members of the Cape Cod Central Railroad Company, to assume the management of their own road which has been since its completion under the control of the Cape Cod Railroad Company. It is said that cars and rolling stock are soon to be purchased, a new Superintendent to be appointed and other steps to be taken to enable them to transact business on their own account.

☞ The Jacksonville *Mercury* says: We learn that the directors of our railroad have appointed a committee to confer with the Pensacola and Georgia railroad, in reference to the proposed consolidation and mutual operations of the two rail roads.

☞ The East Alabama *Monitor* states that the county commissioners of Tallapoosa county have subscribed $200,000 to the capital stock of the Savannah and Memphis Railroad, and it is confidently believed it will be ratified by a majority of the property holders of the county.

☞ The transfer books of the New York Central Company will be closed on Saturday, the 9th inst., preparatory to the annual election, to take place at Albany on the 11th of December. The books will reopen on the day following the election.

☞ The work upon the Selma, Rome and Dalton Railroad is about to be commenced. Col. E. G. Barney the Superintendent, has procured the necessary implements, and the labor will commence at both Blue Mountain and Rome. He intends having cars running through to Rome by the first of next July.

☞ The Pittsburg and Steubenville (Pan Handle) Railroad was sold under foreclosure on the 6th inst., and purchased by the Pennsylvania R. R. Co. for $1,960,000.

☞ The work on the railroad between Schoharie Court House and Middleburgh is progressing rapidly.

Swedes & Norway Iron,

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ALSO

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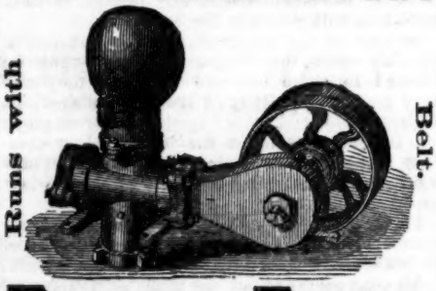

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OFFICE OF THE NEW YORK CENTRAL RAILROAD CO., ALBANY, NOV. 1, 1867.

THE ANNUAL ELECTION of Directors of this Company, and for three Inspectors of the next election, will be held at the Office of the Company, in the Exchange, in the City of Albany, on the second WEDNESDAY (the 11th) of December next. The poll will be open at 11 o'clock in the forenoon, and will continue open for two hours thereafter. By order of the Board of Directors.

ROBERT L. BANKS, Secretary.

THE NEW YORK CENTRAL RAILROAD COMPANY, TREASURER'S OFFICE, ALBANY, NOV. 2, 1867.

THE TRANSFER BOOKS of this Company will be closed at the close of business on SATURDAY, the 9th day of November instant, preparatory to the annual election for Directors of the Company, appointed to be held on the 11th day of December next, and will be reopened on the morning of THURSDAY, the 12th day of December next.

E. D. WORCESTER, Treasurer.

F. & F. A. DANA,

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RAILROAD IRON,

(OLD AND NEW.)

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Old Rails Re-rolled or Exchanged for New.

67 Wall Street, New York.

Universal Exposition, Paris, 1867.

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TRIUMPHANT,

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The FIRST GRAND GOLD MEDAL

for American Grand, Square, and Upright Pianos: this Medal being distinctly classified *first* in order of Merit, *over* all other American exhibitors, and *over* more than 400 Pianos entered by nearly all the celebrated manufacturers of Europe.

In proof of which the following

OFFICIAL CERTIFICATE

of the President and Members of the International Jury on Musical Instruments (Class X) is subjoined:

PARIS, July 20, 1867.

I certify that the FIRST GOLD MEDAL for American Pianos has been unanimously awarded to Messrs. Steinway by the Jury of the International Exposition. First on the list in Class X.

MELINET, President of International Jury.

GEORGES KASTNER. AMBROISE THOMAS. ED. HANSLICK F. A. GEVAERT. J. SCHIEDMAYER. } Members of the International Jury.

This *unanimous* decision of the International Class Jury, *endorsed* by the Supreme Group Jury, and *affirmed* by the Imperial Commission, being *the final verdict* of the *only tribunal* determining the rank of the awards at the Exposition, places THE STEINWAY PIANOS AT THE HEAD OF ALL OTHERS.

The "Societe des Beaux Arts,"

(Society of Fine Arts, of Paris, known throughout Europe as one of the highest authorities on Music and Art Matters) *unanimously* awarded their *only* annual Testimonial Medal for 1867 to STEINWAY & SONS for the highest degree of perfection, most valuable inventions, and as exhibiting the greatest progress in the art of Piano-making, above all other exhibitors, at the Universal Exposition in Paris.

STEINWAY & SONS

Were also awarded a FIRST PRIZE MEDAL at the great International Exhibition, London, 1862, for powerful, clear, brilliant, and sympathetic tone, with excellence of workmanship as shown in Grand and Square PIANOS, in competition with 269 Pianos from all parts of the world.

STEINWAY & SONS, in addition to the above, have taken thirty-five First Premiums, Gold and Silver Medals, at the principal Fairs held in this country from the year 1855 to 1862 inclusive, since which time they have not entered their Pianofortes at any Local Fair in the United States.

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JAMES CLAYTON'S Patent Steam Pump and Steam Engine Combined. These Pumps contain every desirable quality in a Steam Pump, they are made of the best materials and in the best manner, and are the most reliable and Cheapest Steam Pumps in the market and are especially suitable for railroad stations, &c. Please send for Circular.

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A mastic—it adapts itself to every shape and slope. Non-combustible, impervious, non-expansive, and undecaying.

Frost does not Crack nor Heat Dissolve it.

The only roofing material ever discovered that will resist the action of the elements as long as the structure it protects. Being susceptible of little, if any wear, from exposure, and

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It is unequalled as a coating for Railroad and Farm Buildings, Fences, Bridges, bottoms of Vessels, Vaults, etc.

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This wheel will cost no more to manufacture than the old wheel, while it is certain that a much better and more reliable chill of the tread portion of the wheel is had than by the old way of casting wheels. This wheel can be put upon the old axles and trucks of Railroad Cars—there being nothing required to be new save the wheel.

Rights to Manufacture this Car Wheel can be had upon the most liberal terms of the owners of the Patent, ELNATHAN SAMPSON, EDWIN CHAMBERLIN and MARCUS P. NORTON, of the City of Troy, N. Y.

Several Licenses have already been granted for the manufacture of this Car Wheel.

The owners of this Patent have appointed, as a matter of convenience, EDWIN CHAMBERLIN, Troy, N. Y., Corresponding Secretary, to whom all communications for information should be addressed, which will receive prompt attention.

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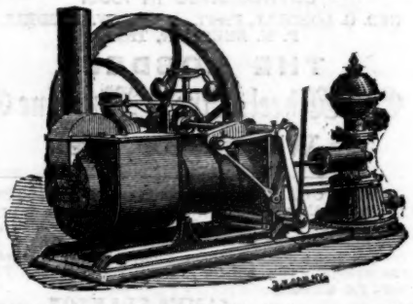

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